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(AND CORN BELT)

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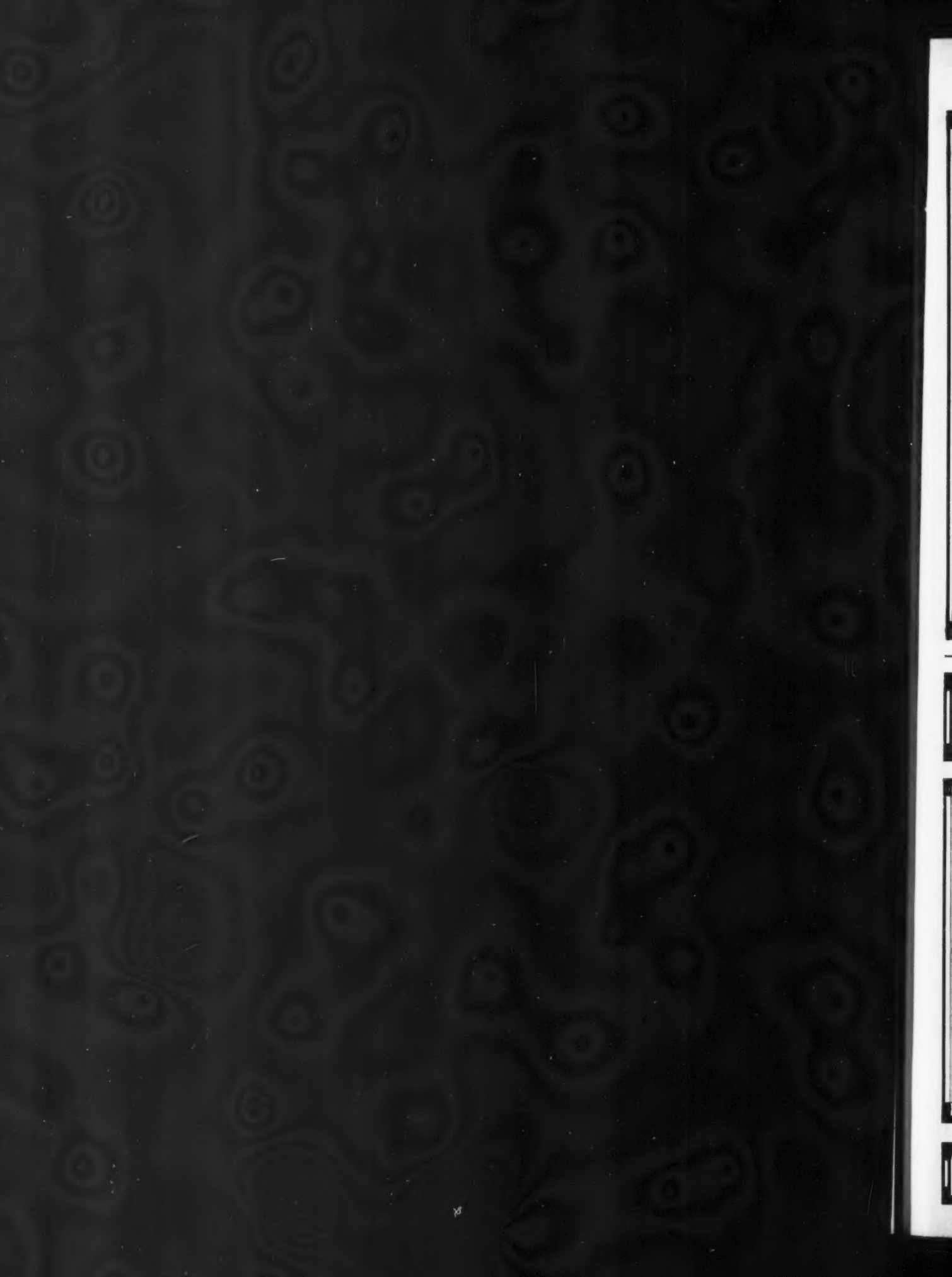
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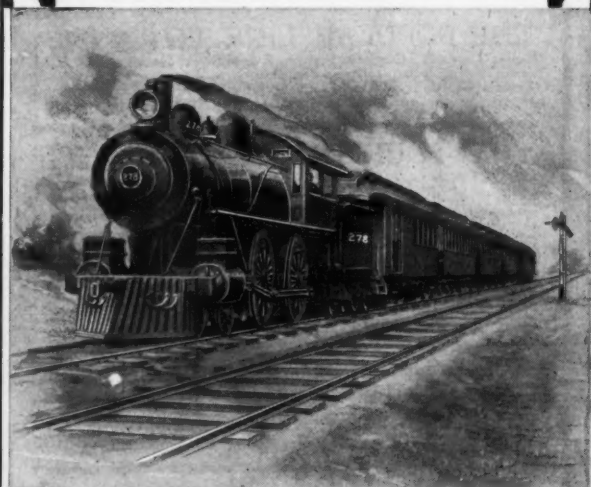
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The Northwest Magazine

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EDITORIAL

VICTOR H. SMALLEY, EDITOR

THE EDITOR will be gratified to examine for publication any manuscripts submitted to him. These may include short stories, narratives of adventure, descriptions of new regions, and poetry,—all to be Western in tone and spirit. Interesting photographs, sketches, maps, etc. are also desired. A stamped envelope should be sent to cover postage in case the manuscript or photographs are not found available.

THE NORTHWEST MAGAZINE aims to cultivate a taste for sound reading and to diffuse interesting and entertaining information. It desires to foster the northwestern spirit which takes pride in the legends, history, poetry, stories, and humor connected with the romantic region between the Great Lakes and the Pacific Coast.

THE NORTHWEST MAGAZINE is also devoted to promoting the development of the Northwest. Accordingly it invites correspondence concerning the material progress and development of different sections and in the various cities and towns of the Western and Northwestern states.

Address all Communications to

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AN ILLUSTRATED MONTHLY

VOL. XXI. NO. 4.

APRIL, 1903.

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Through Eastern Lands

By R. van Bergen

Author of *The Story of Japan; The Story of China, etc.*

II Yokohama to Shanghai

It is somewhat of a puzzle to a visitor to select a steamer. Nothing can illustrate the growth and value of the Japanese trade than the simple enumeration of the steamship lines, plying between Yokohama and Hong Kong, and beyond. Six of these lines with an aggregate of twenty-two steamers cross the Pacific. The British, French, Germans, Austrians, Russians, Danes, and Japanese, all support their own mail steamers to the home country via the Suez Canal, and as to freight steamers, I defy anybody to mention them without making some omission. To be sure, all those steamers call at intermediate ports. Thus, between Yokohama and Hong Kong, they all stop at Kobe, Nagasaki, and Shanghai, and some of them occasionally at Amoy.

The two favorite Atlantic lines, the North German Lloyd and the Hamburg-Amerika have each a number of magnificent steamers with alternating service. The *Kiautshou*, the *Koenig Albert*, and the *Prinzess Irene*, are passenger ships of 10,000 tons each, with a luxurious equip-

ment and service. These companies are gradually monopolizing the passenger traffic in the Orient, and rooms and berths must be ordered several months in advance to secure transportation.

I left Yokohama on the *Koenig Albert*, bound for Shanghai. The passengers were decidedly cosmopolitan although by common consent, English was the language of conversation. A very good band played twice a day, and always during dinner. On the third day out, we were regaled upon nothing but American airs; after the *Star Spangled Banner*, *Yankee Doodle*, *Columbia* and other patriotic melodies came selections from Sousa and other American composers. But what struck me most of all was the deafening applause, showing the large number of American passengers, although the *Pacific Mail* steamer *China* had left Yokohama on the same day, and almost at the same hour, bound for the same ports. The fare is the same; but passengers will go where they receive the best value for their money. It is amusing to watch the British papers in

the Far East. They criticize very harshly the British officials for going home by the German mail, and as such criticism appears almost every week, the loss to the British steamers may be imagined. On this trip I sailed successively on four German steamers, the *Hamburg*, *Baiern*, and *Sachsen* besides the one mentioned, and every time I found the same crowd of passengers and the same courteous treatment.

Why do I mention this? Because there is an effort being made to revive American shipping, and it is well to know what our competitors are doing to attract patronage. Travel in the Orient is enormous. Modern inventions have annihilated space and time, and a trip around the world causes less trouble and expense than a trip across the Atlantic did thirty years ago. Our luxurious transcontinental trains have certainly been one of the main factors in promoting traveling to and from the Pacific Coast. The same improvement in ocean travel is noticeable and it produces the same result.

The voyage between Yokohama and



TWO FAMOUS STREETS IN SHANGHAI, CHINA—1. Nanking Road. 2. Honan Road

Kobe takes from 22 to 24 hours. At the time I left, the Government railways had just opened a sleeping and dining car service, and those foreigners who had made the experiment, pronounced the service "not bad." Personally, I prefer a jinrikisha to railroad travel in Japan; but then, that mode of locomotion consumes time, for sixty miles a day is as much as can be covered by a two man team. But I traveled from Kobe to Yokohama, distance about 360 miles, by rail some years ago, and it took me 26 hours of racking misery. Since then I have patronized Japanese railways when the only alternative is walking. Hence I, and other old residents, prefer the certain comforts of a steamer to the very uncertain railway arrangements.

Kobe, as the foreign settlement of Hiogo is called, or Kobe-Hiogo is still a very important port of Japan, and will remain so until the very expensive Osaka harbor works are completed. It shows the pluck and enterprise and the spirit of modern progress which animates them, when we see the extensive modern improvements going on and up everywhere. "The Japanese are almost bankrupt," I read in one of the daily papers, not very long ago. It is the veriest bosh! No nation, the United States excepted, has made such marvelous progress in wealth-creating enterprises, as our Japanese friends, and they have done it all without any aid from foreign capital. The steamer stops long enough for the traveler to take a ride to Osaka, the commercial and manufacturing metropolis. Upon arrival there, he may count about 150 chimneys over 200 feet high, and several hundreds of 150 feet high, and that in a country subject to frequent earthquake shocks. There are cotton mills, silk mills, match factories, paper mills, sugar refineries, a watch and clock factory, beer breweries, and a number of other industries, all equipped with the most modern machinery. And they are getting the knack of preparing their goods for the market,—and holding the market. Japan has caused considerable loss to Lancashire and other British centers, by its competition in China and the Straits Settlements.

Every time I come here, Japan's history during the past thirty years, of which I am a living witness and observer, passes before me. What changes I have seen! I remember the time when Japan was poor, very poor, for all of its gold had



A PARTIAL VIEW OF YOKOHAMA, JAPAN

been carried out of the country in shiploads, bought at less than one-fifth its actual value. The early pioneers did not go to Japan for the benefit of their health and were not averse to picking up gold when they saw it. But that was not so bad as in 1872, when a British bank, after granting a loan of \$50,000,000 to Japan, demanded to be paid in Mexican dollars, and raised those clumsy cartwheels to twenty-five per cent. premium over Japanese standard gold. The Japanese have paid for their lessons in European methods, and if they have afterwards bitten the bitter, surely they are not without an excuse.

Kobe, as a residence, is still an ideal place. Its vicinity is beautiful, the climate healthy and pleasant, and the earthquakes are by no means so frequent as at Yokohama or Tokyo. But when the steamer proceeds on her voyage, and enters the Inland Sea, then the traveler who appreciates what is grand and beautiful in nature, can enjoy himself to the full.

I don't know how often I have passed over this beautiful sheet of water, but every time I find new enjoyment. On this

occasion it was the 16th of December, 1901. There was no occasion for even a light overcoat; indeed, as the sun rose towards the zenith, we were compelled to seek the shade. It is well in the afternoon as we approach its western outlet, the Strait of Shimonoseki, with its current of eight miles an hour. If you ever should make this trip, take out your glass and look close in shore. You will see the exact spot where the Japanese fought their first naval battle of modern times, and were whipped well for their pains. The little U. S. Sloop-of-War, Wyoming, Commander MacDougal, fought here a Japanese steamer, bark, and brig, all heavily manned and armed and assisted by several batteries on the heights above. It was on the 16th of July, 1863. The action lasted exactly forty-five minutes and when the Wyoming steamed slowly away, having lost seven men, the steamer and bark had been sunk, while the brig was almost a wreck. Our schoolbooks do not mention this instance of American prowess and valor,—for the Japanese are no cowards, but fought like tigers,—but the Civil War absorbed the attention and "such a little" affair passed unnoticed.

As we steam through the narrow and tortuous channel, we gaze upon historic ground. Here on our right is the spot where Marquis Ito's former Lord, Mori of Choshu, started the ball rolling which ended in the restoration to the throne of the old line of Emperors. There is Shimonoseki! If you look for and see the highest house the town contains, just back of the water-edge, then, if your glass is strong enough, you look upon the very apartments where Ito and Li Hung Chang ended the war between China and Japan. There the New Far East was born. We have seen its beginning; who of us will see its end?

Opposite Shimonoseki lies the village of Moji, where all of the Japanese steamers, and also our trans-Pacific boats coal for the voyage. The Island of Kiusiu has immense bituminous coal deposits, and shiploads are exported to Shanghai, Hong Kong, Singapore, and even to Netherlands, India. The mines are owned and worked by two or three native companies,



THE CLUB, YOKOHAMA, JAPAN

The Question of Mountain Roads

By James W. Abbott

II. Possibilities in The United States

Illustrations courtesy U. S. Department of Agriculture

No fact is better understood or more confidently relied upon in the scenic regions of Europe than the patronage derived every year from Americans. It is a subject which has excited much attention and discussion on this side of the Atlantic. The assertion is often made that it is a disgraceful thing that millions upon millions of American dollars should be squandered in Norway and the Alps by people ignorant of the overshadowing attractions of their native land. While all true Americans would rejoice to see the tide of travel turned toward this country, it behooves us not to belittle the allurements of European regions. We should concern ourselves diligently with the questions:

What are the scenic attractions of the United States?

How easy or how difficult is it to reach the various parts of the scenic regions?

What can be done to make the scenic regions most available, and what sort of expenditure in this line is most promising of results?

East of the Missouri River these questions have been quite satisfactorily and creditably answered. The very best which Europe has to offer already has its counterpart, in so far as that is physically possible, on our Atlantic seaboard and among the lakes, hills, and mountains of the East. In dozens of places on the coast, the White Mountains, Catskills, Adirondacks, Appalachians, and Alleghenies, tourists can find just as much of pleasure and comfort as they could in similar localities abroad. That they appreciate it is attested by the hundreds of thousands of patrons who each year avail themselves of these privileges. And this patronage is by no means confined to Americans. The love of travel and change is inherent in Europeans also, and they come each year in increasing numbers to gratify it in this country. Even as far west as the Hot Springs of Arkansas, in the beautiful Ozark Mountains, there has grown up a resort with every comfort and luxury to be found at Ems or Carlsbad.

This paper has to do principally with the vast section west of the Missouri River, which contains practically 1,000,000 square miles of mountains. For comparison it may be noted that the entire State of New York covers a little over 49,000 square miles. As may be expected, the physical characteristics of so large a region vary greatly. Its mountain system seems to culminate in Colorado, where the large majority of its highest and most rugged peaks are found.

Here there is no parallel to Mount Blanc, the highest peak in Europe, which attains an elevation of 15,780 feet. Its American counterpart, Sierra Blanca, 14,390 feet, in Colorado, guards the southern flank, and Mount Rainier, 14,526 feet, in Washington, guards the northern flank of this great mountain phalanx; while in advance, as if leading in majestic march to the western ocean, stands Mount Whitney, 14,898 feet. It is an interesting feature of nature's plan that this is the loftiest trio of peaks in the United States. Between these north and south extremes there are perhaps a hundred as high or higher than the famous Jungfrau, in Switzerland, 13,670 feet.

Timber grows to a height of 12,000 feet in places in Colorado, while on Mount Shasta, in California (14,380 feet), it ceases at about 8,000 feet, and on Mount Rainier at 7,000 feet. In the Harz Mountains, in Germany, little timber grows above 3,500 feet, and in the Tyrolese and Bavarian Alps the limit is about 6,000 feet.

All realistic, vivid writers on scenic Europe say much about the play of light upon the snow and ice and the things which it conjures up in the imagination; and Alpine literature is filled with incidents of disaster and death.

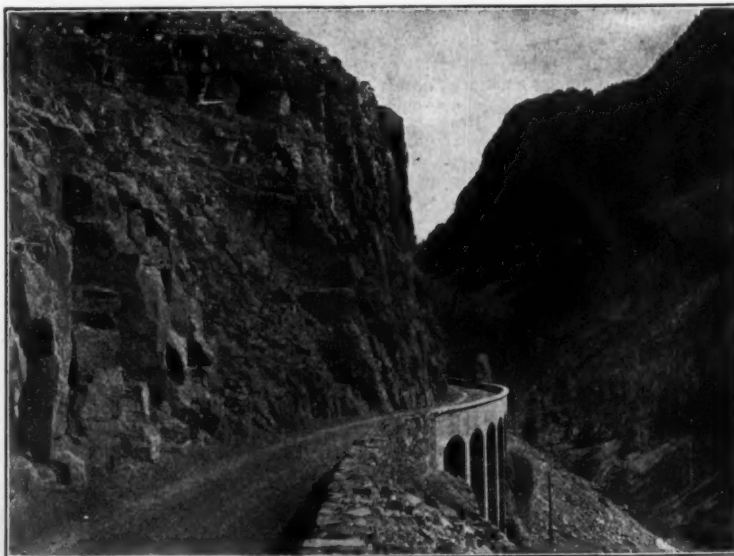
Of glaciers, those awful, moving, frozen rivers of the Alps, none is found here to compare in frightful detail and tragic story. The tourists can not be shown a yawning crevasse and told that "at this spot in 1820 three guides were swept in by an avalanche and carried down to unknown depths; that forty-one years later, fulfilling the prediction which said, 'About 1860 that slow procession of the ice will bring its dead once more to light,' those three bodies looking so natural that they almost seemed asleep, were delivered for burial to their great grandchildren in the valley below."

It is not reasonable to believe that these blood-curdling tales and tragedies of Alpine peaks constitute the real fascination of the Matterhorn and other lofty summits. In this country are snow and ice in plenty, and glaciers also, but they do not lure travelers to destruction. The same sun lights them here as there into radiance and beauty, and fancy can as easily conceive their myriad fantastic shapes to be the fountains and palaces of some celestial city. Every gulch above timber line has its snow banks, which grow deeper and deeper as one ascends. Any day or night a storm may drop a mantle of white upon the summits, but in the glare and heat of the summer sun it usually melts and vanishes. There are few peaks which can not be reached by the pedestrian with safety

and comparative ease. There is no other experience known to man which produces the exhilaration and mental exaltation that comes with views from lofty summits. Distant empires seem to lie within the vision. Lifted miles above sea level in an atmosphere so thin and clear that the stars shine through and send their greeting, a conception of the awful sublimity and infinite magnitude of God's universe will penetrate then and there to the soul as perhaps it never did before. It is such sensations and emotions that repay the fatigue, the suffering from cold and loss of sleep, the hazards of dizzy cliffs and ice and snow, and the excessive cost in all ways which play so important a part in most Alpine ascents.

The avalanche which sweeps down the mountain side, moving everything in its path and engulfing all at the bottom under hundreds or thousands of tons of snow, ice, rocks, and timbers, is always one of the sad features of a precipitous region where much snow falls. In the United States that is a danger of little moment during the summer and early autumn. The avalanche's harvest of destruction is gathered during the winter when the storms are raging or in the spring when the melting snows let go their hold. These tragedies of the mountains could hardly be invoked here during the tourist season by any recklessness, however wanton.

Cascades and waterfalls, fed by melting snows, are abundant in all mountain regions, and are a never-failing attraction. These can not be seen to advantage from moving trains, but always lend a charm to a trip on foot or by horse. Some are of extraordinary proportions. The Lower Falls of the Yellowstone descend 310 feet in one vertical plunge; the Bridal Veil Falls in the Yosemite are more than twice as high and over 50 feet in width, while the Yosemite Falls, the highest waterfall in the known world with anywhere near the same volume, leaps 2,600 feet in three



THE NEW VIADUCT AT GOLDEN GATE, YELLOWSTONE NATIONAL PARK



INTERIOR OF A POPULAR RUSTIC MOUNTAIN HOME

plunges, clearing over 1,500 feet at the first jump, 625 at the second, and the remainder in the last. The great Falls of Niagara (that apt Indian name meaning "thunder of waters"), although more than three-quarters of a mile wide, are less than 170 feet high in their farthest descent.

It is said that there is not a mineral spring in Switzerland which was not famous at least as far back as the Middle Ages, but in this vast western mountain region, like the waterfalls of Norway, they are so many and so varied that not one-fourth of them have ever been named.

A mountain lake is always a scenic gem. They are the mirrors in which man sees reflected the countless moods and fancies of the Deity. Like the cataracts, they are born of the melting snows. Their name is legion. To attempt to specify even the principal ones would be like trying to list the cities of the world. To mention a half dozen of those best known to the tourist, one would perhaps select Lake McDonald, in Montana, near which are to be found the most typical glaciers in the United States; Lake Chelan, in Washington, with its 60 miles of changing landscape on either shore; Lake Yellowstone, where the waters that come down from the mountains mix with those ever rising from plutonic depths; Lake Coeur d'Alene, in Idaho, a lake of entrancing beauty, but with a name suggestive of troubled scenes and wicked deeds; Lake Tahoe, in California, of which Mark Twain said, upon seeing it for the first time nearly forty years ago, "I thought it must surely be the fairest picture the whole earth affords;" and Lake San Cristobal, in Colorado, a lake in an oval cup, which, when the sunset gilds its mountain walls, looks like a huge sapphire in a setting of purple and gold.

But the Great Salt Lake! that imprisoned fragment of a prehistoric ocean! It is one of the wonders of the world. It still covers 2,500 square miles of its old bed, although its contour has been shrinking for ages. The lines of former ripple marks may be seen like steps carved upon the distant mountains. Unlike the Dead Sea, in Palestine, 1,300 feet below sea level, its surface is level with the tops of

the Allegheny Mountains. Its waters are more than four times as salt as those of the ocean; no living thing can exist within them. Owing to their extraordinary buoyancy, a man can stand up and walk in them. Fed by four fresh-water rivers, the lake has no outlet, but wastes in vapor to the clouds. Its principal tributary is the River Jordan, which comes down from the Wasatch Mountains, widens out into beautiful Utah Lake, and again contracts to pour its waters into this strange salt sea, just as its namesake in Palestine comes down out of the mountains of Lebanon, widens out into the Sea of Galilee, and again contracts to feed the Dead Sea. It has islands of very considerable height and size, with trees and meadows and running streams, and perfect, gently sloping beaches of white sand.

Only the briefest reference can be made to other attractions in this wonderful mountain field. The crumbling ruins of the homes of the ancient cliff dwellers

cover thousands of square miles, and are a subject of absorbing interest to the tourist and the student. There are the stupendous canyons, which the Almighty, to whom a thousand years is as a day, has been hewing out with infinite patience; the geysers, which send their vast volumes of water, mud, and steam high into the air, impelled by some force in the subterranean depths about which man may speculate, but whose mystery he will never fully solve; the giant trees, whose beginning was coeval with that of Christianity; the great wind cave in South Dakota, which rivals the Mammoth Cave of Kentucky; the thousands of forms in which the flora and fauna of this region are not duplicated elsewhere; the enormous deposits of ore that have been the foundation upon which has rested so much of this country's wealth. There are countless ways to study and enjoy and receive profit in this most prolific region.

How easy or how difficult is it to reach the various parts of the scenic regions is the next question to be considered. Few realize the progress which has been made west of the Missouri River.

In July, 1865, the first rail was laid west from the city of Omaha. At that time the nearest railroad on the east was far away, and the only means of communication was by boat on the river. The first year but forty miles of track were laid. There was not a settlement on the proposed line from the Missouri River to the Sierra Nevada Mountains. The work was all done under guard of the United States Army, and graders and trackmen were often called upon to fall into line and protect themselves, or go to the rescue of some neighboring railroad camp attacked by savages.

Less than four years later, on the 10th of May, 1869, the last spike was driven at Promontory Point, in Utah, and the first transcontinental railroad linked with bands of steel our Eastern to our Western coast.

The railroad conquest of this region is accomplished, and when the industrial history of the United States shall be written the names of Oakes Ames, Leland Stanford, William J. Palmer, Henry Villard, and James J. Hill will be among the ones which head the list of men deserving the country's highest gratitude and honor.



THE GREAT SALT LAKE SHOWING PRINCIPAL ISLAND IN THE DISTANCE

Plains, Mountains and Forests

The Extremes of Montana's Diversified Scenery

By Alice Harriman

From Havre, Montana, to the western boundary of the State, the traveler sees the extremes of Montana's diversified scenery and resources. Here are the high plains stretching for miles each side of the Great Northern Railway, even as they have ever since the eastern boundary was passed—simply a continuation of the boundless North Dakota prairies. Then, far off, one sees the first hint of the Rocky Mountains, and after they have been climbed and descended one comes again to fertile valleys, and after a second range—the Cabinet Mountains—is mastered, the timber crowds close the miles.

To one who loves the high plains with their infinite breadth and splendid potentialities it is painful to hear some person complain of the monotony of the trip across the wonderful reaches; but centuries ago One said "Being blind, they see not," and so the infinity of Nature and the greatness of the region is lost to many. Mile after mile the only sight of life is the cattle ranging, sheep close herded, or a bunch of horses running in abandon. The region will produce abundantly of the necessities of life as soon as irrigation is begun and it is west of Havre that the Government is beginning its first work in Montana on the St. Mary's Lake Canal, which will water practically all of the Milk River Valley and more besides. Where water has been given the land responds bountifully; but most of the high plains west of Havre are still used wholly as ranges, except what has been recently withdrawn from occupation.

At Chester, a town that is growing so rapidly that a visit there in early summer and another in early autumn revealed so great a change that I did not recognize the place, a stage line runs to the Sweet Grass Hills. In these hills are to be found several mineral claims, and it is said there is a tradition of a mica out-cropping that if again found would be a greater "find" than a gold mine. There is iron, coal and oil fields in this part of Northern Montana, too; and all is practically to be exploited and brought to the notice of settlers and capitalists. Cutbank is another small but lively town on the plains, and at Shelby the branch running from Great Falls to the coal camp of Lethbridge, Canada, intercepts the main line of the Great Northern.

The Indian Reservation of the Blackfeet is then crossed and at Browning one can see the buildings of the agency and the school, about two miles away. The Indians are building themselves a large irrigation ditch and taking rather kindly to up-to-date farming as promulgated by the Government; but their strong forte is stock raising, as indeed it should be.

It is time now to begin to watch for the first glimpse of the Rocky Mountains, and fortunate indeed is the traveler who can see them as the first flush of morning shows their deeply scarred and rocky uplifts. I had no idea anything could show such fierce unyielding to the softer influences of Nature as these same Rockies until I drove close to them one beautiful summer morning. Their escarpments fairly glowered and a chill ran through my veins. Small wonder that the early explorers dreaded to cross their grim heights! But now, the puffing engine

hauls you steadily and evenly up the steep grades and every moment the views change.

An official of the railroad kindly invited me to ride on the engine after we reached Summit, and that ride from Summit to Columbia Falls will be an episode to remember while life lasts! There had been a slight rain and the fog wreathes floated lightly around the crags while the mountain torrents sang beside our track. Down, down, down we rushed, seemingly with no guiding hand; but a glance at the opposite side of the engine cab showed the engineer watchful and intent, scanning every new curve, every rail. The excitement grew as we sped swiftly on. Hundreds of feet below a creek rushed beside us and everywhere one looked there was a bewildering multitude of heights covered with pine, spruce, tamarack and all the conifers, occasionally varied by a snow-slide-swept space where the trees had been hurled headlong into the river and a well defined path left to show that winter's snows are also irresistible at times. Then we passed a group of deer, come to drink beside the tracks, and they hardly turned as we swept by. Lake McDonald is hidden in these mountains,—a lake which if set in New York or Europe would be the Mecca of the world. The season was too late for me to leave the train to see it, but others have sung its praises far better than I could.

There is one of the prettiest locations imaginable for a town where Columbia Falls is located. The natural park surrounding the town and the mountains that shelter it are picturesque in the extreme. This part of the famous Flathead Valley has advantages wholly its own, with its junction of three large rivers and many mountain streams. The water power here would supply New York City and its attractions for the tourist and hunter have never been sufficiently exploited. There are fine agricultural lands on every hand as well, and alternating with the fertile valleys are stretches of the finest trees that heart of man could ask. They must be seen to be appreciated. Coal for coking is not far from Columbia Falls and in time it will be one of the industries of the county.

If the proposed "cut-off" of the Great Northern should be made between Columbia Falls and Jennings, a distance of 125 miles, it will open a section of Flathead Valley that will compare favorably indeed with that of which I spoke in "The County God Remembered," in the September number of this magazine.

It is generally well timbered, abounds in beautiful lakes (many of which are yet unnamed), and they are usually bordered with natural meadows. There are, here and there, considerable areas of untimbered bench lands that are highly productive, as are the timbered lands when cleared.

The greater part of the territory to be opened, however, is practically a primeval wilderness. It is a sportsman's paradise. The streams and lakes are well stocked with fish so utterly unsophisticated that they will bite a hook baited with a bit of red flannel just as quickly as they would a live grasshopper, and it is said by a facetious resident of the county that deer are so plentiful and bold in some locali-

ties along the proposed new line that they have been known to eat the moss off the backs of some of the "moss backs" who attempt to hunt them! This may seem unreasonable to one acquainted with the timid nature of the animals. Be this as it may, they are in such numbers and so tame that they are a pest to gardeners in some localities. They enter the gardens and truck patches at night, and if unmolested will give them the appearance of a sheep corral. More than one Flathead woman has violated the game laws of Montana in defence of her carrots, turnips, cabbage and other things pleasant to the taste of these marauders. This country has also been a good field for trappers. The more valuable fur-bearing animals, such as the beaver, martin and mink have been made scarce; but the muskrat, lynx, coyote, mountain lion and bear are plentiful. Of the feathered tribe geese and duck are plentiful, while four or five varieties of grouse are to be found in abundance in certain localities.

The extension of settlement in this section had been impeded by the creation of forest reserves and the difficulty of procuring surveys.

The same trouble is experienced further west, in the Cabinet Range. Troy, Libby and Jennings are towns that depend on their lumber and mineral riches, and it is to be hoped that surveys can soon be made.

There is a proposition on foot among the business men of Libby and others who are interested in this place to take up the matter of getting capital to put in a sawmill at Libby. While the proposition is not in a definite form yet, the preliminaries are being arranged, and in a short time the matter will be in proper shape to be presented to parties who are looking for a field for the investment of this kind of money.

All who are at all familiar with the country surrounding Libby are of the opinion that there is no better place in the country than here for a large sawmill, but the fact that the title to most of the timber has heretofore rested with the Government has been a stumbling block in the way of inducing large capitalists to take hold of the proposition.

For the past two years, however, there has been a constant string of applicants for timber lands under the stone and timber act, and in addition to this method of obtaining title many have made final proof on homesteads and others are now awaiting the legal expiration of the necessary time to prove up. Through the operation of these laws it is estimated that at the present time there is individual holdings to about 350,000,000 feet of timber, most of which is tamarack and pine. In addition to these kinds of timber, there is fir, white pine, some cedar and scattering bits here and there of birch and other timber.

For the past three years the timber surrounding this place has been carefully cruised by outfits belonging to various companies.

From reports which have been from time to time gathered from these timber cruisers there is about 3,000,000,000 feet of available timber along the Kootenai River from Libby up to the international line and all of this timber can be driven

PLAINS, MOUNTAINS AND FORESTS

Typical Montana Scenery

to some suitable point near this place and reduced to merchantable lumber. On Libby Creek alone the opinion of these cruisers is that there is about 800,000,000 feet of all kinds of timber and practically all of this can be driven down Libby Creek to the Great Northern railroad at this place.

In connection with the mill site end of the deal it is stated on the opinion of practical mill men that there are two very excellent locations for a large mill here. Either one of them would command both the Kootenai River timber and that on Libby Creek.

With such an amount of available timber, practically none of which has ever seen an ax, and the splendid mill sites on the main line of a transcontinental railway, it is not an idle speculation to anticipate the erection of a sawmill at this place, and that in the very near future.

The mining interests of the western end of Flathead County has been exploited in other articles, but too much cannot be said to still further interest capital.

One of the prettiest spots in the State of Montana is the Tobacco Plains country, which lies about forty miles north of Libby. The land throughout this section is remarkably fertile and much of it is already covered with orchards.

Owing to a peculiar feature of the topography of this part of the State this section is considerably milder than any other section, with the possible exception of the Bitter Root Valley, which lies in Missoula County, to the south. At the same time the Tobacco Plains country is right on the border line between the United States and Canada. This feature has added much to the value of the lands there, and many kinds of fruit and vegetables are raised in this favored place which cannot be successfully grown in other parts of the State.

Much of the lands in this part of Flathead County require irrigation, and some very extensive ditches have been dug by those who required water. In fact, the many irrigating ditches seen there is quite a peculiarity of the section.

There is much room in that part of Montana for settlers and many are going in there all the time and taking the best of the lands. Pieces of land which a few years ago were considered to be of practically no value are now rapidly becoming producers of farm wealth, and with the assistance of the ax in a few years much more land will be under the plow.

All kinds of cereals grow there, in addition to the various kinds of fruit found in similar latitudes and all kinds of vegetables are raised in abundance. The climate is a mild one, many winters finding the thermometer below zero for but a few days, and the altitude is somewhere about 2,000 feet.

Until last year the transportation feature of life in Tobacco Plains was a serious problem, for such produce as could be taken to market had to be taken over heavy country roads for over fifty miles on wagons. However, last season the Great Northern constructed a road up the Kootenai River from Jennings to the Crow's Nest coal fields, and this road passes right through the country, affording a splendid connection with the outside markets for all the products of the farm or range.

The scenery on this Crow's Nest Pass road is wild and magnificent beyond words, and a trip through the canyons and along the foaming river is one of delight. Game here, too, is abundant, and the whole country is a sportsman's paradise.



1. The Matterhorn, near Lake McDonald, Montana
2. Partial view of Columbia Falls, Mont., showing cloud on mountains
3. Box Canyon on the Flathead River, Montana



The hope of the future development of the transpacific Oriental trade lies in the success of the aggressiveness of the northern transcontinental railroads in bidding for the business from the Middle and Eastern States in competition with the Atlantic and Suez route. Already the Oriental trade of the United States is enormous and its growth during the past few years has been remarkably rapid. But as yet a very large proportion of it is transacted from the ports of the Atlantic, and moves via Liverpool and the Suez. The hope of the ports of the Pacific Coast is that this traffic may be diverted to the shorter Western route, and this hope depends upon the development of rail transportation in the Northwest.

During the past decade the growth of the trade between this country and the countries of the Far East has been very rapid. The exports from the United States to China, for instance, have increased in ten years from \$5,633,000 per annum to \$24,715,000; those from the United States to the Dutch East Indies from \$1,372,000 to \$2,076,000; those to Hongkong from \$4,894,000 to \$8,030,000; those to Japan from \$3,290,000 to \$21,485,000; those to Asiatic Russia from \$120,200 to \$1,030,000; those to British Australasia from \$11,386,000 to \$28,272,000, and those to the Philippines from \$60,000 to \$5,254,000.

Similar large increases are shown in the import statistics. In ten years the imports into the United States from the British East Indies have grown from \$24,773,000 per annum to \$48,408,000; those from the Dutch East Indies from \$6,914,000 to \$14,749,000; those from Hongkong from \$763,323 to \$1,286,000, and those from Japan from \$23,790,000 to \$37,544,000.

But while there has been an enormous growth in the trade between this country and the countries of the Orient, the Pacific Coast ports, with the exception of Puget Sound, have not shared fully in that increase. The Treasury Department's statistics show that in the past ten years both the exports and the imports of San Francisco have decreased; that the exports from Portland and the imports to that port have increased practically 100 per cent in each case, but that the imports to Puget Sound have in that time increased from \$572,000 to \$11,970,000 per annum, and the exports from \$6,565,000 to \$3,788,000 per annum.

But the whole amount of the Oriental business transacted through the Pacific Coast ports is but a small percentage of the total of American-Oriental exports and imports. By far the larger portion of this business moves via the old established, longer and more circuitous route.

But the careful student of conditions cannot but conclude that within a few years a large portion of the business which now moves via the East is destined to be eventually moved via the new West to the Far East. Many portentous indications point to this conclusion in a most

unmistakable manner. The development of railroad transportation in the United States during the past few years has taken the form of consolidation, promoting economy in operation, eradicating the evils of petty competition and making possible the larger competition for long-haul transcontinental business, a development which will make the more keen the competition for the re-routing of the old established business.

Already the transcontinental railroads have taken from the transatlantic steamship lines the traffic in raw cotton destined for manufacture in Japan and consumption in the countries of the Far East. The first shipments of raw cotton across the continent for transshipment across the Pacific were made in 1894. But so rapidly has the traffic developed that now practically the entire Japanese demand is supplied by cotton moving via this route, Puget Sound getting four-fifths of the business.

So much for raw cotton. But the trade in manufactured cotton goods manufactured by the mills of the Eastern States and destined for consumption in the countries of the Orient still moves via the transatlantic route in large quantities. Some idea of the importance of this traffic may be obtained by a brief reference to the statistics of the Treasury Department. During the fiscal years 1902 the exports of manufactured cotton goods from the United States to China amounted to 335,000,000 yards; those to the British East Indies to 10,000,000 yards, and those to British Australasia to 5,000,000 yards. While a portion of this traffic now goes via the Pacific Coast ports, a large proportion still moves from Atlantic ports.

The same may be said of the large shipments of mineral oils to the Orient, made by the Standard Oil Company. Last year the exports of mineral oils to China amounted to 57,000,000 gallons, those to the British East Indies to 14,000,000 gallons, those to Hongkong to 18,000,000 gallons, those to Japan to 60,000,000 gallons, those to British Australasia to 17,000,000 gallons and those to the Philippines to 2,000,000 gallons. This traffic moves almost exclusively across the Atlantic, but there are the best of reasons for expecting that with the development of the Texas and California oil fields and the erection of refineries tributary to them, which work has already been begun by the Standard Oil Company,

Another class of traffic which now moves via the Atlantic ports, but which there are the best of reasons for expecting to be diverted to the Pacific Coast ports, is that of wool from the Far East. The annual imports of wool into the ports of New York, Boston and Philadelphia from the Chinese empire have ranged during the past six years from nine to thirty million pounds. Those into the same ports from the British East Indies have ranged from four to ten million pounds per annum, and those from British Aus-

tralasia from seven million pounds to 109 million pounds per annum. This wool is imported into America to be mixed with the domestic wools in the manufacture of woolen goods. The domestic wools are produced chiefly west of the Mississippi River and shipped to the factories along the Atlantic Coast for manufacture. With the development of manufacturing in the West this manufacturing will be done this side of the Mississippi, and the imported product brought direct to this country and to the factories via the ports of the Pacific Coast.

The statistics of the trade between this country and the Philippine islands contain another illustration on this point. The imports to this country from the Philippines during the last fiscal year amounted in total value to \$6,612,000. Of this amount \$2,415,000 was entered at the port of Boston and \$2,108,000 at the port of New York. San Francisco received but \$495,000 and Puget Sound but \$1,380. The largest item in the Philippine island imports was that of raw hemp fiber, that commodity contributing \$6,318,000 of the \$6,612,000 of total imports. None of this fiber has as yet come to the United States via Puget Sound, but as it is largely consumed in the manufactured product in the grain-raising States of the Western half of the United States, there is reason to expect a readjustment of the location of factories and the routes of traffic, which will give this business, or a large portion of it, to the Pacific Coast ports.

The great bulk of the exports from America to the Far East are produced, and the great bulk of the imports from that part of the world consumed, in the interior States. With the growing population of the Western States, it will not be many years before the center of population of the country will be as near to Puget Sound as it is to Boston.

Were two steamships of equal speed to start at the same time to meet each other, one sailing westward from Seattle and one sailing eastward from New York, they would meet twenty miles east of Colombo. The significance of this fact is convincing. It is that the Seattle vessel would pass by every great Oriental port before the vessel from New York arrived at the first one. More than that, the Seattle vessel would have enjoyed a trip across an open ocean, while the New York vessel would have been compelled to pass through the Suez Canal, paying a toll of \$2 a ton on her gross tonnage. That \$2 a ton charged as toll for passing through that canal is destined, unless it is removed, to be one of the important factors in changing the route taken by the great volume of the Oriental trade from the Atlantic to the Pacific ports. That \$2 a ton will, with the completion of the present plans of the financiers of the Northern Securities Company, pay the rail transportation charges on Oriental freight for half of the distance from Puget Sound to the center of population of the United States.

ONE OF THE SCENIC FEATURES OF MONTANA



These pictures of mountain and glacier climbing on Stanton Glacier, Montana, are rather unique, and as they picture a glacier comparatively unknown, yet easily accessible to tourists being only eleven miles from Columbia Falls, on the line of Great Northern Railway. This is a part of Montana's scenic advantages well worthy of a visit.

The Loafer of the Paladora

The Story of a Girl's Pluck and Courage

By Kate W. Searcy

Ruth Craghill sat in her saddle with all the abandon of ease and grace of the girl who, so to speak, has been brought up on a pony's back. She was out very early in the spring morning watching her father's herd. The cattle were no trouble this morning, as the young green grass springing up among the brown was relished after a winter's dry picking. An abundance of recent rain had made the grass grow quickly and it was particularly tender and juicy. To be exact about the rain, there had been an over-abundance, amounting to a medium-sized flood. The Paladora, ordinarily a minor creek, much of the time a mere winding bed of dry white sand, was now a broad sheet of water swirling along and rustling with short-lived importance. The sun had just risen, looking like two great suns where it was mirrored resplendently upon the surface of this new Paladora below.

Ruth saw nothing of the beauty about her. The back of her head was toward the sun and his glorious image. Figuratively speaking, the back of her mind was turned to the beautiful view in front. Her eyes wore an absent look. They were away with her troubled thoughts. She was worried about improvements that were needed on the land she had "taken up" and which she lacked means to secure.

On this morning her need had seemed more vividly apparent than ever before. Her rude dug-out was half filled with surface water. It lapped up on the walls inside and various articles of her meager furnishings floated about, making a desolate spectacle to a girl unused to personal responsibility of a pecuniary nature.

Ruth was but a child when her father brought his family from Pennsylvania to the Panhandle, the extreme northwestern part of Texas. A business failure left him poor in Pennsylvania. Like many another man past middle age, he felt it too great a task to begin anew in the old line. For his children's sake he sought to retrieve a part of his lost wealth in the vast and generous Lone Star State. There he at once took up all the State school land the law allowed one man to take, bought a few cattle—which latter is the recognized way for a man to make money in the Texas Northwest—and took into his herd other cattle belonging to neighboring settlers or "nesters" as those who attempt farming are derisively called, engaging to guard them while grazing by day and corral them safely at night. By hard work and systematic economy he had made money enough to meet expenses and diminish by small instalments the few debts outstanding in Pennsylvania. The two boys of the family in turn entered land as soon as they reached the required age. Four sections of choice land adjoining the father's had been reserved and watched with jealous care while Ruth was growing. The day she became "of age" she entered it as her own, subject to the specified conditions.

Until that day when she walked out of the Land Office with the filing papers in her hand, her life had been singularly free from care. Most of her time had been spent out of doors. Her chief duty was herding the cattle. She had become adept at this. She understood to perfection the art of the lariat. Her skill at guiding

a pony and lassoing or "roping" had caused much admiring comment among the cowboys, themselves of noted ability. Her saddle was a miniature reproduction, with variations, of those complicated structures termed cowboy saddles, an elegant affair held in place by two girths. She was glad to have taken this land, she grew enthusiastic over the thought of her future clear title to it, but the honest carrying out of her compact to "reside upon and improve" it, had begun to weigh heavily the moment the filing certificate came into her possession. The worry had increased until this morning in April following the spring rains, when the climax came.

The way it stood, the claim was in danger of being "jumped." Better buildings were imperative. A little plowing, ditching, a few rods of wire fencing for a small enclosure—that would be all, but where was the money to come from to pay for even that?

"Father cannot help," she was thinking, her eyes far away on the horizon above the sand hills of the Canadian River, "nor the boys. Father down with that old rheumatism and John a cripple for the summer, maybe for life, on account of that accident while branding. They need my help as much as I need theirs. If it were not for having to herd the cattle—but there's no use thinking of anything else to do! I wish I could earn the money somehow, though!" Every time she reached this point, her thoughts sprinted away in the beaten tracks of that limitless barren which the human mind is in the habit of searching for schemes to make money.

"One would think, as long as I've lived and as hard as I've worked, I'd have some-

thing more for my very own, some ready cash, at least," she murmured at last, not complainingly but hopelessly. "A girl cannot save much, though, when she's not making anything. In a few years father will be well and his ventures will turn out all right. Then there'll be money plenty and to spare. But where will my land be if I don't attend to it now? Money's a strenuous, absolute, immediate necessity to Ruth Craghill right now!"

The bridle rein hung loosely down on Pawtucket's neck, giving him unrestrained liberty to pick where green blades showed among the brown grass of the prairie.

"It's no use," she signed again, her eyes coming back and sweeping around the herd to see that none of the cattle were leading off. "It's no use. I haven't a solitary thing of value clearly my own except Pawtucket. He'd help if he could. If the money were to be had for a gallop, we'd ride for it in a hurry. Pawtucket, wouldn't we?"

She gently pressed his neck as she said this. A kind of gulp accompanied the murmured words. The situation was too serious for smiling.

As if in answer, Pawtucket raised his head from the depths of a big bunch of grass. His eyes stood out with a steady, forward stare. His nostrils dilated with a subdued sniff.

Ruth glanced quickly in the direction pointed out by his eyes. Not an unusual object was in view, nothing but clumps of wild sage and the undisturbed cattle. She drew the rein higher on his neck. He made no responsive motion, but stood stiff as a statue riveted to solid rock. Only there was a quickened swelling and sinking of his sides, indicative of excited breathing.



"Ruth Craghill sat in her saddle with all the abandon of ease and grace of the girl who, so to speak, has been brought up on a pony's back"

Between the intelligent little Texas mustang and his mistress was a sympathy most acute. From her knowledge of his ways Ruth rightly judged that something startling was in sight. Following his example of immobile attention, she strained her eyes to detect signs of animal life or motion on the plain. Still the only visible objects were the cattle quietly grazing.

Presently she was rewarded by a movement near at hand, excitingly near, directly in front. It was all so sudden Ruth could not tell afterward whether it was the parting of the sage brush she saw first or the creature itself. Her eyes happened at that moment to be on the very spot.

"The loafer!" flashed through her mind while the hot blood rushed to her face, then left it cold and white and breathing became painful. Not a muscle of her tense face moved. Pawtucket felt the pressure of her fingers deep in the soft skin of his neck and with intuitive sagacity seemed to understand her need of a few moments to regain self-possession. He lowered his head slightly as if to continue grazing, all the while his keen eyes peered straight through the grass blades and sage brush.

This "loafer," as the large wolf is locally called, was an old offender. For several seasons cattlemen from Wolf Creek to Big Blue had been tormented by his depredations. All efforts to kill or entrap him had been futile. It is a most difficult matter to catch a real "loafer" wolf. He is extremely wary and not to be enticed into a trap. He never eats old meat, hence poisoning him has ceased to be thought of. So fleet is he that none but the fleetest mustang can long keep in distant sight of him. In color yellowish brown, very much like the common coyote of the prairie and hardly distinguishable from the prairie grass, it is easy for him to escape detection and elude pursuers.

So few in number and so sly are these loafers that one is rarely seen. A reward for the capture of this one had been of long standing. His existence was evidenced by the cattle he had killed. A cow would be hamstringed in a herd one night and in two or three days another corral would suffer in like manner; then within the week a raid would be made on a herd as much as twenty miles distant from the first. When once he has visited a herd and tasted the juicy steaks of its fattest beeves he is certain to come again and

help himself to more, always at a moment when his damage can be done unhindered. The certainty of his return, the consequent loss and the tantalizing exemption from punishment make him a formidable enemy of cattle raisers in the Panhandle. On this early April morning he evidently watched a favorable chance to take advantage of Henry Craghill's herd.

It is no wonder that Ruth was greatly excited and her heart at first almost stood still. At the moment of discovery and breathless watching, while Pawtucket waited with body all a-quiver with restraint, the wolf had trotted a little way, then paused to look back. In that brief interval Ruth had regained perfect composure. Reaction came with tumultuous eagerness for action. Her cheeks began to glow like the Western Texas morning. She straightened up, tried the stirrup strap and settled herself firmly in the saddle. Pawtucket felt her hand slip the lariat coil from the saddle horn and was ready for the plunge forward at the instant her hand tightened his bridle rein.

They started at a gallop. The wolf shot ahead with accustomed noiseless speed. The race merged into a mad run.

Nobody can ever conjecture the vim stored within the hide of a wiry little mustang until he is seen in the excitement of a wild chase. Pawtucket's running was like a puff of hot wind in the van of a cyclone, only there was no abrupt cessation. The loafer soon ceased turning his head wolfishly sideways for a backward look. The little mustang was almost beside him. It began to mean an earnest run for life.

In an amazingly short time they had covered a long distance. Pawtucket was so close upon the loafer in the start that all the latter's cunning failed to devise any advantage. There was no space for maneuvering. The pressure was too great to permit hiding in "breaks" or "draws." Once, however, when the distance between them appeared to lengthen the veriest trifle, yet Pawtucket seemed to be going at his best, Ruth's fearful anxiety made her unconsciously strike her spurred heel sharply against his side. The effect was startling. His speed, wonderful before, was increased to a rate really alarming. Ruth had never seen him run like that. A second more of time and they were near enough for her to think of throwing the lasso.

The coil of rope was held up, ready for the throw. Now they were within fifty feet. There was a plunge forward, an-

other, another, a whirl around, a dozen leaps to the left, a surge to the right, another furious dash of a few rods, a circle done like lightning and then the skillfully aimed lariat flew out from the girl's trained hand and rapidly uncoiled until the noose dropped like a flash around the wolf's neck.

When Ruth saw that she had roped the animal her first thought was of how to kill him. She dared not stop. She could not hope to hold him, even if he failed to claw the noose from his head. The enraged beast would fight fiercely at close quarters.

"Drag him to death!" Simultaneous with this idea she turned Pawtucket to left and a few leaps sufficed to draw the lariat tight.

"Go, Pawtucket, go! Run!" she urged. The intelligent mustang, wiry and alert, did not cease to show his good sense and fine training. The time to relax was not yet, and he knew it. With the burden dragging behind him he fairly flew, nor halted until the door of Henry Craghill's house was reached and Ruth gasped to her mother who came to the door:

"Gun—wolf—the wolf!"

The gun was unnecessary. Sir Loafer was quite dead. It was almost a certainty that he never regained footing after the lariat struck him.

The whole country rejoiced over the capture. The wolf was a magnificent specimen of his kind, as big as a large Newfoundland dog, his hide measuring over six feet.

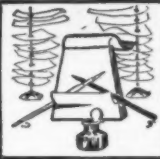
Ruth bore her honors with becoming modesty. Lavish praises were given, all of which she accepted calmly. Her own private elation was intensified by the certainty of monetary reward. She should not be censured for that, since that was the commodity of which she stood most sorely in need.

The county treasuries of the Panhandle have a special fund provided for payment of scalp bounties. In this instance the bounty was a round sum, owing to the rarity and menacing proclivities of this species of wolf. Added to this was the generous purse which had been made up months before by cattlemen as an incentive to his capture.

From the total amount received Ruth had a neat little dwelling built on her land, reserving a sufficient sum to provide a comfortable stable for Pawtucket, whose credit for the fortunate affair she never for one moment forgot.



THE BEGINNING OF A NEW FARM



FROM THE EDITOR'S NOTE BOOK



The fact that the bachelor Governor-elect of Kansas has received something like two thousand proposals of marriage since November 4, seems to furnish reasonably plain proof that there is an error in the theory that American women are becoming increasingly averse to the matrimonial estate.

L. O. Armstrong, immigration agent of the Canadian Pacific railroad, says 100,000 American, Scandinavian and English farmers from Western States, French Canadians from New England factory towns, and Swedes from New York, will come to settle in Canada next year. Mr. Armstrong finds an absence in the United States of the old prejudice against Canada, whose wheat-growing belt, he says, is the admiration of all who have considered the matter.

Senator Clapp and Congressman-elect J. Adam Bede, of Minnesota, are talking reciprocity with Canada. There is much in common between the two countries, and a blending of interests, even if there are two flags, can only prove of value to both. The American who visits Canada, especially the Western part, can see no apparent differences from this side of the line. The people talk English, go to church, buy goods at the same kind of stores, and American goods are much in evidence, the ground is largely cultivated with American made agricultural implements, the school system is practically the same, and if there is any difference it is in the form of government which gives the people in national, provincial and municipal affairs, a more direct control than in the United States. An examination into Canadian life is decidedly in favor of that country. Canada is only a colony of Great Britain in sentiment, as it pays no tribute whatever to the support of the English authorities, there are no British soldiers in the country, and no Canadian can be impressed into the British army without consent. Until our congress declined reciprocity in 1897, the tariff was uniform against all countries, but in that year, after our statesmen, under pressure from the trusts, had turned down Canadian proffers of exchanges on a basis fair to both countries, a preferential reduction of twenty-five per cent was made in favor of English goods. We have fourteen times as many people as Canada, our industries are well established, and we can afford now to begin taking down the bars, especially with a neighbor, separated from us by an imaginary line.

There is no position with a great railroad system as invaluable to its business as that of the General Immigration Agent. His duties are manifold, and upon him devolves the duty of placing before prospective homeseekers and investors the advantages to be found along the line of railroad he represents. Max Bass, the General Immigration Agent of the Great Northern Railway, has been in the service of that system since 1891 and has proven that he is the right man in the right place. His indefatigable efforts in the direction of exploiting the resources and advantages of the immense terri-

tory traversed by the railroad system he represents have been productive of results that have won for Mr. Bass the hearty approval of his superiors as well as the commendation of those who have witnessed his splendid work. That much of the passenger business to the rich field of investment in the West and Northwest has been due to his efforts is true, while his genial personality has won him many friends among those whom he has assisted in finding homes in our Western country. Mr. Bass is eminently fitted to perform the arduous duties which his position calls for and his school of experience has been in a field that has given



MAX BASS
General Immigration Agent of the Great Northern Railway

him that knowledge, in no otherwise to be gained. Mr. Bass was appointed assistant to the Commissioner of Immigration of the Territory of Dakota in 1885, retaining that position until the division of the Territory into the States of North and South Dakota in 1889, when the office was taken over by the State of South Dakota, Mr. Bass remaining there until he entered the service of the Great Northern Railway in 1891.

What looks to us like a gigantic steal are the plans of the Grand Trunk Pacific Transcontinental Line in asking from the Dominion Parliament a \$100,000,000 subsidy. The Grand Trunk Pacific corporation, which has behind it some of the strongest men in the Dominion, who have organized a bank with \$100,000,000 capital to float the new scheme, have a scheme to construct a transcontinental line across the Dominion. It seems to us that, if the Dominion government is in favor of such a railroad and that if the country demands another transcontinental line, there is no necessity to present such a generous subsidy. The capital is ready in the United States and Canada to construct it without asking a dollar bonus to do the work. A govern-

ment bonus in this age of railroad building is a bad thing, since it ties down the road with intolerable and unbusinesslike conditions. The game, as it is being framed up in Canada, is for amazingly big stakes. The proposed line will require ten years in building and will cost approximately \$100,000,000. Since every railroad in the Dominion has received a bonus of from \$10,000 to \$40,000 per mile and an empire in land grants, the Grand Trunk Pacific corporation has innumerable precedents to cite in support of its claim for a bonus. As far as we can learn the proposed line is to traverse a wilderness, and it cannot hope to secure legitimate business enough to warrant its operation until well along in the century. For any subsidy granted this proposed road the Dominion should have a first mortgage on the whole property in return. The impression we gain is that the line is a stock jobbing interest for the purpose of securing the bonus, which by the way is being asked in cash. We characterize this as a proposed treasury raid. It is said that President James J. Hill of the Great Northern Railroad, and other influential railroad magnates of the United States, have intimated that they might be induced to build this line without government subsidy. Mr. Hill's Canadian nativity and far-reaching connections in the railroad world give him a prestige in Canada that the newly organized Grand Trunk management cannot easily dominate. But Mr. Hill says candidly that the conditions do not warrant the investment. He puts it very tritely in his own language. "The period of great railroad subsidies has passed, never to return in North America," he says. "A railroad that requires a bonus to be built is not required by the country. What Canada needs is the development of the roads she now has. The Canadian Pacific Railroad is not carrying to its proper limit. Why, the estimated yield of the Canadian Northwest in grain next year is 100,000,000 bushels. Canada has the Canadian Pacific and Canadian Northern to handle this grain. The Great Northern alone, last year, hauled more grain than this. So these lines want to improve their equipment and haul to their full capacity before the Canadian public ought to be held up for any government subsidized railroads covering the same territory."

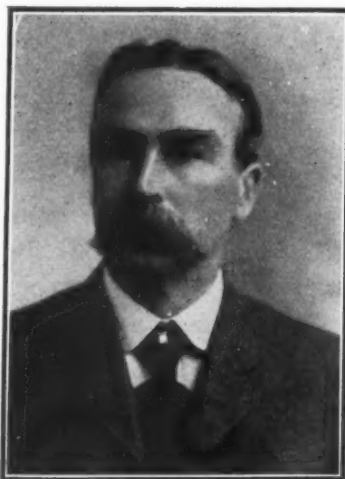
Of old it was the custom in Venice for the doge to go each year in stately procession and pageantry to drop a golden ring into the sea in symbol of the wedding of Venice to the Adriatic. In a certain sense the ceremony connected with the inauguration of the laying of the Pacific cable recently may be regarded as symbolic of the wedding of San Francisco to the Orient. From our shores straight to Hawaii, thence to the Philippines, and from there onward and on to China and to all the great, wide, Oriental world, the slender cable is to reach and to bind us with those lands in a bond of business and industry that will never break at any future time within the scope of human imagination. The effects the cable will have upon our business and our indus-

tries are sure to be large. To measure them by the influences the cable will exert on existing business would be but an inadequate estimate of the subject. The cable will create new conditions and generate new business possibilities of a kind that cannot now be foreseen. The additional news and information that will come every day from the Orient will bring new thoughts to the people, the thoughts will beget plans, the plans will prompt to action, and the activities will in turn touch and affect almost every business interest around us. Thus in the course of a development which will not require many years we shall see San Francisco using the Eastern States as a basis of supply for a trade which moves Westward, and the amount of our products which we send East will be hardly more than a petty trade in comparison with the augmenting commerce that will go Westward with the sun across the ocean to the thousand ports that await it from China to the Australias. What the Atlantic cable did for the East, we may expect this cable to do for the West. The laying of ocean cables is by no means the startling novelty that it was. It no longer constitutes a world-wide sensation and a mighty wonder that makes the crowd stare. None the less, it remains fully as important as ever. The laying of this cable rightly merits as much of the attention of mankind as did the successful completion of the first one. It represents the culmination of the work of ocean-cable laying, for, when accomplished, it will have completed the circuit of the globe and come very near perfecting the world's telegraph system. Therefore it deserves the fullest commemoration that can be given it, both now at its inauguration and later on, when it shall bring us the Fourth of July news from Manila.

We have always looked upon the South Dakota divorce as a State industry, like the mining of coal in Pennsylvania. There appeared to be no very good moral reason why South Dakota should maintain courts for the quick dissolution of the marriage tie. It must be a business reason. The divorce cases are good for the learned profession of the law in South Dakota. They develop trade. They bring money into the State. The poor remain at home and continue married, but an assured income is necessary for a six months' residence far from the base of supplies and before the alimony begins to bloom. Looking at it from that angle, considering the custom-made divorce as a home industry of one of the proudest of the States, the Supreme Court of the United States has been guilty of an act in restraint of interstate trade. It has decided that the South Dakota divorce is not a solvent in Massachusetts. The first wife of a Massachusetts man, who had obtained a decree in South Dakota and married again, sued for her share of the estate. The Massachusetts court decided that the divorce is invalid and the Supreme Court upheld the decision, on the ground that the establishment of a residence in South Dakota by the husband was merely a fraudulent step taken for the purpose of securing the divorce. This strikes at the very root of the South Dakota system, for it will be conceded that a divorce which is only valid in South Dakota is not of much use to a man or a woman who expects to live in another State. We suspect that the institution is tottering for a fall and that it needs only one good push from the decent people of South Dakota to send it over. The decision again points out the old troublesome question of the lack of uniformity

in the divorce laws of the States. It has been the subject of almost endless discussion, but no one has ever suggested a reasonable remedy. Sects, sections and individuals disagree as to the proper causes for the annulment of the holy bond. A good many people believe it should not be annulled for any cause; a good many other people believe it should be annulled at the option of the distracted parties. But this much has been made clear by the Supreme Court's decision; the control of each State over the marriage relation within its own borders is not to be abridged by the action of any other State. The South Dakota divorce is good in South Dakota, but elsewhere it is fraudulent and bogus. The Supreme Court does not further unsettle the divorce question. It merely brands one form of divorce laws as founded upon bad faith and fraud.

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"A little knowledge is a dangerous thing." This remark of Mr. Alexander Pope comes home with particular force as



THE LATE C. E. CONRAD
One of Montana's early pioneers and who was one of the foremost men in the commercial world of his state

we read the discussion of the questions relating to the combinations of capital—trusts, mergers, etc. According to the popular code, combinations of capital, no matter in what form they appear, are an unmitigated evil, not because they have a tendency to raise the price of commodities or in any way increase the expense of living, but because they are combinations of capital. The ordinary practice of criminal law is reversed in all cases where capital is concerned. In law a man is presumed to be innocent until he is proven guilty. But capital is presumed to be guilty until it proves itself to be innocent. This is not new, nor peculiar to this land or this age. The efforts of capital to improve the condition of the human race either by the introduction of machinery or improved business methods has always been opposed by the masses. And the laborer has always had his legislation against trusts and monopolies and other particular methods of trade. The lawyers will all remember the law against Forstalling—the buying up of goods before they reached the market in order to sell them again at a higher price; and Re-grating, buying up corn or other food stuffs in the market and re-selling it in the same mar-

ket or within four miles of the same. These were good English laws, the details of which are given us by Blackstone. Now we have outgrown such crude methods of restraining trade, but there is an insistent demand for laws to embarrass the commercial transactions of the Twentieth Century. So far, the laws in restraint of trade have utterly failed because they have been opposed to the natural evolution of the business world. An outline of the history of business combinations will show that business methods have merely kept pace with the development of the age. An ordinary partnership was the first business combination. Men found that by combining their capital and efforts better results could be obtained. Their field of operation could be extended and their credit increased. The law promptly came in to regulate this "combination of capital." One partner was made liable for the debts of the firm, and when one partner died the partnership was ipso facto dissolved. To avoid the former hardship limited partnerships were invented. This was a partnership where one partner furnished a stated amount of capital, and, by giving the public proper notice, he was held liable for the debts of the partnership only to the amount of the capital furnished. Out of this business combination the modern corporation evolved—a combination of capital wherein the participants are liable only to the amount of the stock held. Moreover, the corporation was not affected by the death of the stockholders, but continued forever or until such time as it terminated by limitation of its charter. It may not be generally known that there were no civil corporations in this country until 1850. This "combination of capital," it will be seen, then, is a modern invention. The corporation was a great improvement on the partnership. It enables a vast number of men to pool their capital and undertake gigantic enterprises. Without it the great railroads of this continent could not have been built, neither could the great industrial enterprises which now threaten to dominate the world have been undertaken. The so-called trust or combination of manufacturing institutions and the combination or merger of railroad systems is no greater departure from the business methods of ten years ago than were the corporations of 1860 from the partnerships of the Forties. It is but another step in business demand larger capitalization. This country has outgrown its swaddling cloths in the shape of laws in restraint of trade, be it evolution. The necessities of the times in the shape of prohibitive tariff schedules or anti-merger legislation. But it will take a deal of education to bring the general public to appreciate this fact. As long as the vote of a man without information and without property counts for as much as the vote of the man with brains and business training, so long will the politician see in "combinations of capital" the death of the Republic. There must be a war cry to keep the voters in line and the politician in office. Just now that war cry is "anti-trust" and "anti-merger" according to the geographical situation of the politician. This agitation, however, is serving one good purpose,—it is bringing out the facts. The attention of the people is continuously called to the workings of the combination of the three great railroad systems of the Northwest. Every movement of this business concern is in the full glare of publicity. And the people are beginning to see that the merger is not such an Ogre after all. It has existed for a year already and the Northwest shows no signs of becoming a desert.

Vancouver, British Columbia

The Sunset Doorway of Canada

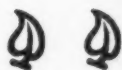
By Mollie Glenn

Vancouver, the sunset doorway of the Canadian West, is to-day one of the most flourishing cities in Canada. The terminus of the greatest scenic railway line in the world and the gateway to the Orient. This bustling city is only sixteen years old and its commercial interests are most marvelous compared with the older cities of the East. In 1886 the site of the present Vancouver was a dense forest, and to-day its streets are lined with the most modern brick and stone business blocks, magnificent residences, churches and schools. Its streets are all asphalt, and the drainage is perfect. There are no muddy streets to pick your way through and no hills to climb. In fact, Vancouver has everything to interest and charm the traveler who is looking for charming scenery and perfect climatic conditions, and to the probable investor or settler Vancouver and the Fraser River valley offer myriads of opportunities for profitable investment. It has been said by globe trotters who have visited Vancouver that there is no city in the world that has more beautiful surroundings than this youthful Queen of the Canadian West. Vancouver is situated on Burrard Inlet,

a land locked harbor where the largest vessels may safely anchor. On all sides loom up mountain peaks of all heights and varied contour. These grim sentinels sort of join hands, so to speak, forming a body-guard about the city. In the distance to the southeast Mount Baker of the Cascade Range looms up in all its majesty and whiteness. Looking north, another beautiful group of the Cascade Mountains looms up crowned with a beautiful mantle of snow in the winter and in the merry summertime reflecting the gorgeous tints of the clouds that seem to be within a stone's throw of. If you look towards the west out over English Bay and the Straits of Georgia the mountains on Vancouver Island loom up, and to the southwest, beyond the broad delta of the Fraser River, is the Olympic Range, a long line of opalescent peaks fading in the distance. So much for the mountain scenery; but that is only a small part of the scenic panorama Vancouver offers. If you are a lover of Nature unadorned, primitive grandeur and majesty, you will go to Stanley Park; about ten minutes' ride on the electric cars will bring you to one of the most wonderful

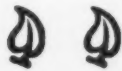
natural parks in the world, and the world is a large place. Within a few minutes' walk from the entrance of this park you will find yourself in the midst of acres of unbroken forest surrounded by enormous giants of centuries past who stand like the Druids of old with voices sad and prophetic. A veritable forest untouched by the hand of man. A writer in the Toronto Globe says of it: "There is only one park—Stanley Park at Vancouver. Compared with this vast estate of unsettled woodlands, all other parks are mere garden patches." Then besides its natural beauty there is a large menagerie where the wild animals of British Columbia are held in captivity, the aviary where the beautiful plumaged and sweet-toned birds hop and fly about, a playground for the children, and in the summertime a band discourses sweet strains every evening during the week and Sunday afternoon. Around the park there is a fine driveway with byways to all the points of interest in the park. Travelers have said that the trip across the country from the Atlantic was worth while taking just to see Stanley Park in all its natural loveliness. Then there's the beach at English Bay, a short distance from the park. Here is to be found a beautiful white sandy beach where the waves of the mighty Pacific roll up their mighty masses. For the mountain climbing enthusiast there are opportunities within a few miles of the city that rival the famous Switzerland. For the sportsman the country around Vancouver has aptly been termed the Sportsman's Paradise, and indeed it is, for in these happy hunting and fishing grounds are to be found trout, tom cod, whiting, sea bass and the famous Fraser River salmon; the hunting provides grouse, pheasant, deer, caribou and elk, and ducks are as plentiful as the little sparrows in the East.

For the practical visitor the one who is possibly to be an investor or a settler the opportunities that are waiting for you are multitudinous. Here are the headquarters for all the industries of the coast line of British Columbia. The mines, the lumber interests, the salmon cannery agencies, the sailing port of the great Oriental steamship Empress liners which leave for China and Japan every two weeks. A busier water front it would be hard to find. Here at the different docks are to be found every day in the year steamships loading for China, Japan, Australia, New Zealand, Fiji and Hawaiian Islands, and at the warehouses along the wharves are lines of railway cars loading for the Atlantic seaboard with tea, sugar, silk, sealskins, fish and fruit. No wonder that, with all her magnificent resources in precious metals, her coal and iron, her inexhaustible fisheries and vast forest, her delightful climate and rich valleys, her matchless harbors and her transcontinental railway, British Columbia expects a brilliant future, and the dawn of that future is now upon her. Her climate, her days of perpetual sunshine, balmy breezes free from malaria laden germs, without any miserable mosquitoes or black flies in itself attraction enough for the seeker of absolute comfort in

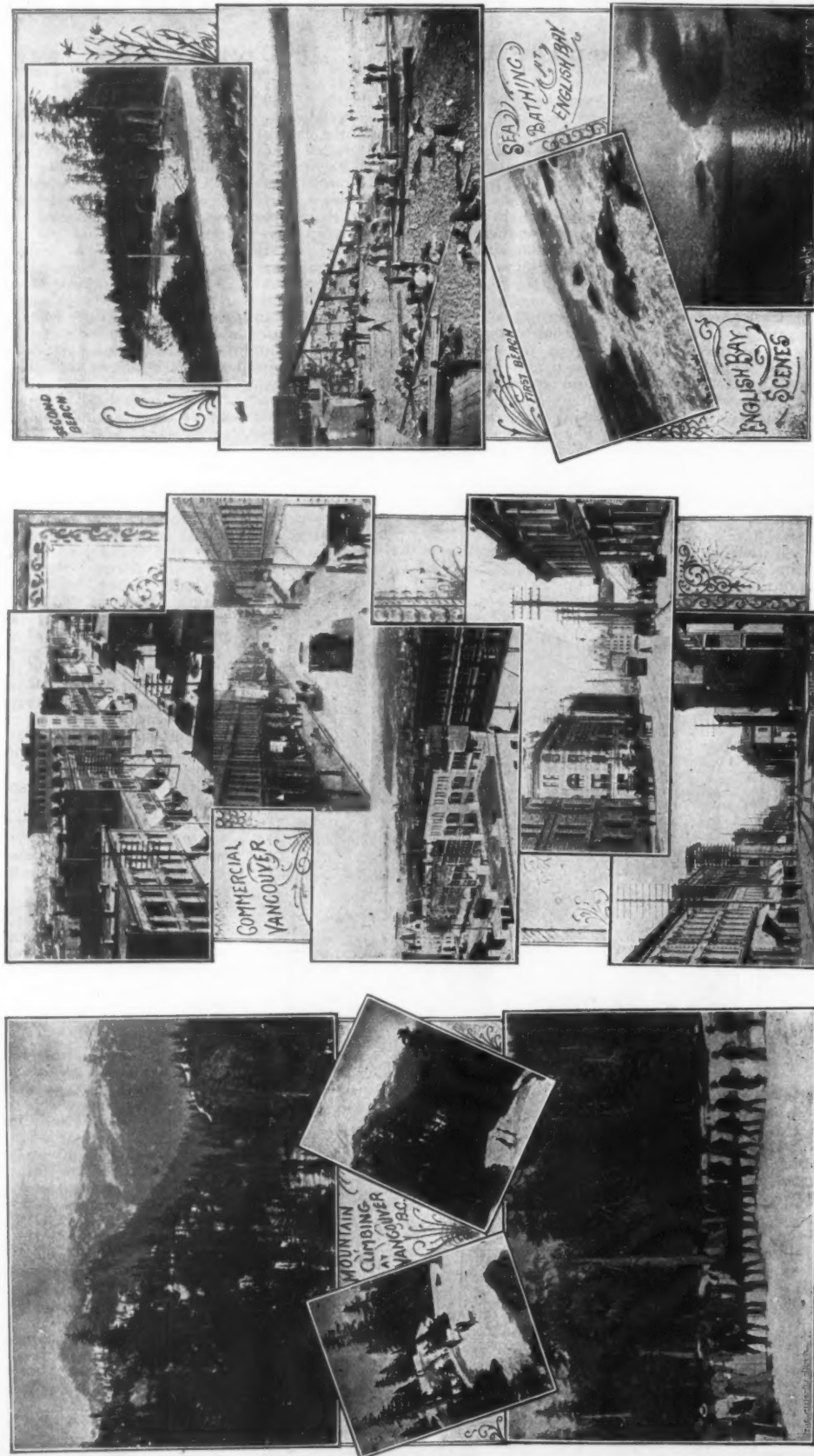


There is
only one
park and
that is
Stanley
Park at

Vancouver



THE SUNSET DOORWAY OF CANADA—VANCOUVER, B. C.



Typical scenes in and about Vancouver, B. C. It is said by globe trotters that Vancouver has everything to interest and charm the traveler who is looking for charming scenery and perfect climatic conditions and to the probable investor Vancouver and the Fraser River Valley offers myriad of opportunities for profitable investment.



The Buzzard Watch



How Doolittle "Scooped" the Assignment

By Victor H. Smalley

Washington is always a good city for news. In the words of the inimitable Chimmie Fadden, there is always "something doing." Especially is this so during the winter months, when Congress is in session, and the beautiful Capital City is crowded with its cosmopolitan transient population, hailing from the four quarters of the globe. Pennsylvania Avenue, on warm, sunny afternoons (for there are many such in Washington during the winter) is thronged with fashionably dressed women, and frock-coated, silk-tiled cavaliers. Handsome equipages and whizzing automobiles dash to and fro, and the avenue, known all over the world as one of the most beautiful thoroughfares, presents a most animated appearance.

So thought one William Bryant Doolittle, of Podunk, Missouri, as he sauntered slowly up the avenue from the Baltimore & Ohio station, carpet bag and umbrella in hand. His keen black eyes took in the scene with the evident appreciation and wonder of the rural visitor on his first visit to the capital. So absorbed was he in his sight-seeing, that he did not appreciate the fact that he was creating considerable attention himself. The men and women who passed him stopped and turned their heads to get another glimpse at the Missourian. His broad-brimmed, white felt hat, his long, black hair, straggling over the celluloid collar, the quaint three-button frock coat, and the corduroy trousers, wrinkled at the bottom from being tucked into the high boots innumerable times, were a novelty to Washingtonians, and they relished the young man's makeup. Their glances of amusement and audible titters did not reach the ears of Mr. Doolittle, to whom the old adage of "where ignorance is bliss," etc., was especially adaptable. In fact, the shoe fitted the other foot, as far as he was concerned. The carefully creased trousers, sky-scraping collars and little bamboo canes of the men passing him amused him considerably, while the magnificent costumes of the ladies only aroused his ire, for he did not believe in putting all one's money on one's back. So he strolled leisurely and complacently up the avenue to Thirteenth Street, where he entered a drug store and asked permission of the smiling clerk to deposit his carpet bag and umbrella in a convenient corner for a few hours.

"And, if it's not too much trouble," he asked politely, "would you kindly direct me to the newspaper offices?"

"Right across the little park there, next to that hotel is the Post building," responded the druggist. "Down the avenue a few blocks is the Star, and a block or so farther on the Times building."

Mr. Doolittle made his thanks and started for the familiar Post building. Arriving there, he soon found himself in front of the man he had come many miles to see, and with whom his future success lay to a great degree. It was the managing editor—that mighty personage in a newspaper office who handles the reins, who directs the small army of newsgatherers and, who, all in all, is a Czar over his little domain. Hat in hand, Mr. Doolittle waited patiently before the desk

of the chief, while the latter finished a bundle of proof, still wet from the galley in the print shop down stairs.

"Well, sir," said the editor finally, "what can I do for you?" He looked up at the Missourian with a pleasant smile.

"I want a job, sir," was the unhesitating reply.

The big man was evidently surprised by the abrupt answer and the prompt, frank fashion in which it was delivered.

"Well, that's plain enough," said the chief, laughing, "and the business quickly stated. What can you do in the newspaper line?"

"Anything!"

The chief laughed again.

"That's a broad statement. Had any experience?"

"Not much," replied the young man. "I'm just out of college. I ran a little weekly down in Podunk, Missouri, before I went to college. But, I want a chance. I know news when I see it; I can write, and I'll work like hell!"

Two hours later, Doolittle received his first assignment as a full-fledged metropolitan reporter, his first attempt at actual newsgathering. His introduction to the city editor, a solemn-visaged, elderly young man who wore cross-barred shirts and smoked vile, black pipes, was very terse.

"This is Doolittle," said the managing editor. "Put him on general assignments. He'll do, all right."

The city editor grunted an acquiescence and "sized" Doolittle up with one comprehensive sweep of his keen little eyes. Two hours later found the Missouri journalist aboard a Baltimore & Ohio train bound on the most important assignment the city had to offer. He was to represent the Post on the "buzzard watch" over John Mead, who lay dying at his winter home near Holly Hill, Va. Inasmuch as the said John Mead was known the world over as "the trust maker," was worth countless millions, and held the fate of still more countless millions in the hollow of his hand, it was small wonder that a "buzzard watch" over him was a big assignment. The entire world looked toward the village of Holly Hill with the keenest of anxiety. Wall Street groped about in the dark waiting for news—good or bad; stocks dropped many points as each bulletin from the half-dozen most famous physicians in America pronounced the financier's condition growing worse. Every daily newspaper in the United States had the announcement of his death already in cold type, only awaiting the word to throw the forms on the press and send out to its readers an extra. The newspaper world was on the qui vive. To beat its rivals by publishing the first news of John Mead's death meant a great piece of work.

Across the street from the big, old-fashioned house in which the man of millions was breathing his last, were stationed the newspaper tents, a couple of dozen in number. The Associated Press and Scripps-MacRea organizations both had their special wires on the ground. All of the prominent dailies throughout the country were represented by their tireless correspondents.

Small wonder that the city editor mentally berated his ill luck in having his two star reporters ill, and being obliged to put an entirely new and unknown man on such an important mission.

"Still," cogitated the knight of the quill, "he looks like he's got the right stuff in him, notwithstanding his cowboy hat and damn-fool, shoestring necktie. Lord, I wish Smith was here." Needless to state that Smith was his star man. The star man, however, had a failing for Star cocktails and was at that moment sleeping over a most beautiful zebra-striped case of advanced alcoholism gathered up the previous evening.

Three hours of travel through a beautiful country brought William Doolittle to Holly Hill, and as he walked up the tree-lined, shaded approach to the winter home of the king of millionaires, the Missouri newspaper man felt that his opportunity had arrived at last.

"I've got to make good," he muttered. "Unless I do I'll never get another chance like this."

At the door of the residence stood a stalwart blue-coated guardian of the peace, who told Doolittle that "the old gentleman was still livin', an' the dochters was going to put out anither bulletin shortly."

Doolittle slowly retraced his steps across the street to where the little army of newspaper scouts were quartered in their white tents. He found the Post tent without much trouble. Inside sat a cheerful, smooth-faced young man at a table idly toying with a telegraph instrument. He gave the Missouri man a pleasant smile and said:

"You're the Post man, ain't you?"

"Yes," responded Doolittle. "How did you know?"

"From the cut of your jib," said the telegraph operator. "I got a message from the chief to expect you. My name is Bangsley—'Bangs' for short."

"And mine is Doolittle," replied the other, with a laugh as they shook hands cordially.

Soon the two became excellent friends, and Doolittle found in "Bangs" a valuable ally. "Bangs" at once proceeded to initiate the Missouri scribe into the routine of the Holly Hill buzzard's watch.

"Every quarter of an hour Mr. Courtel, Mead's private secretary, comes out of the house and meets the newspaper boys on the lawn. He reads them the latest bulletin from the attending physicians," said "Bangs." "The boys then write out their reports and the operators rush the messages to the different papers. And I want to put you next to one thing," he continued. "There isn't any chance for a scoop."

"Why not?" asked Doolittle.

"Because, Mr. Courtel made all of the boys agree that each time they receive a report from him they would walk slowly to the tents, keeping abreast with the other, so that all would reach the tents at the same time. Otherwise, when Mr. Mead's death is announced there would be a grand scramble, and the man who runs the fastest would scoop the others. Mr. Courtel says he will not have any such a desecration of the scene of death occur, and he made the boys promise

on their word of honor to keep the pledge and not run. So when Mr. Courtel gives out the news of Mr. Mead's demise, the boys will all march slowly back to their tents."

Doolittle buried himself in deep thought while "Bangs" rolled cigarettes and read extracts from a yellow-covered novel entitled "Nimble Ned, the Cowboy Detective."

Suddenly the Missourian jumped from his seat, cracked his heels in the air, and shouted:

"I've got it!"

"Got what?" asked the telegraph operator, who was startled at the unexpected commotion.

"A plan," was the reply. "Bangs, would you like to help me scoop our esteemed contemporary on this assignment?"

"Would I?" Bangs answered solemnly.

"Just try me, that's all."

"Then listen," whispered Doolittle, as he drew his chair up to the table and

launched into his scheme whereby the Post would gain new laurels in the newspaper world.

A "buzzard watch" is not a pleasant thing on a newspaper. The strain of waiting for the "Great Man's" death is not felt alone by the reporter who is stationed at the scene of illness, but is felt by the entire force from the managing editor down to the printer's devil in the composing room in the basement. Neither the editorial rooms or the mechanical department is ever left without the watching forces, ready to take the message of death, put it into a few stickfuls of type, run it through the stereotyping department and throw it on the press for a speedy run. For three days and nights after Doolittle had been assigned on the buzzard watch of John Mead, the Post force in Washington were on the qui vive. The city editor stayed on watch, day and night, and consumed huge quantities of coarse cut tobacco in his dirty pipes. The "old man" hov-

ered about the place like a restless tornado, and was given a clear berth by his subordinates.

The question on every tongue was: "Will the new man make good?"

"All I want him to do," remarked the chief to the city editor, "is to get his stuff in as quick as the rest of the boys out there. I naturally don't expect him to beat them on the news, but if we get badly scooped on Mead's death, there'll be h—I to pay."

At 4 o'clock on the morning of the fourth day, as the city editor was preparing to step out for a bite of "something and a small drink," Harrison, the Post telegraph man, rushed in from his little cubby hole across the hall with a whoop.

"Mead is dead! Died at 3:40."

Before the last word was uttered the city editor's coat tail skirted the door leading to the composing rooms, and in less than a quarter of an hour afterwards, the huge presses down stairs groaned and thumped, rolling off the "special." The gang of sleepy newsboys were hustled out and handed the wet sheets, and away they ran, their shrill voices proclaiming to the sleeping city that John Mead, the colossus of the world of finance, had breathed his last, a bit of news that brought on the biggest panic since '83, that caused stocks to hit bed-rock and ruined more men than the lamented had ruined during his entire lifetime.

The paper off the press and on the streets, the city editor breathed a sigh of relief and phoned the news to his chief, waking that worthy from a fitful slumber.

"How badly were we scooped?" inquired the chief over the wire.

"Don't know. Forgot all about it, by God," was the laconic reply. "I'll find out if Doolittle let us get beat badly on it."

And the city editor went out on a scouting expedition to ascertain at what time the other papers had received their reports. Notwithstanding the fact that it was still early dawn, the streets were beginning to be filled with men and women reading the account of Mead's death. To the city editor's intense surprise, all of the anxious readers held copies of the Post and not a sign of a contemporary paper could be seen.

"Holy smoke!" ejaculated the Post man as he sped down the avenue, "it isn't possible that Doolittle turned the trick. Hello, there Brightman of the Times."

Brightman, managing editor of the Times, driving furiously up the street in an automobile, was a sight of infinite delight to the energetic Post representative.

"What's the matter, Bright?" the city editor yelled.

"Matter, hell," Brightman rejoined fiercely, as he whirled toward his office building. "We're scooped. Blankety, blank, blank, blank."

The city editor waited for no more news. He ran back to his office, where he found his chief, half dressed, just alighting from a cab.

"We beat 'em," yelled the city editor, performing a war dance in front of his astonished superior. "We beat 'em. W-h-e-e-w!"

How Mr. William Doolittle, of Poddunk, Missouri, accomplished his great feat of scooping the newspaper world on the death of John Mead never came



Doolittle's introduction to the city editor, a solemn visaged elderly young man who wore cross barred shirts and smoked vñe, black pipes, was terse

The Big Horn Basin in Wyoming

Famed for its Great Possibilities

Since it first became known to the world, this region has been famed for its magnificent scenery and salubrious climate, but not until its fertile soil felt the magic touch of water through irrigation did it offer any inducement to the homeseeking farmer.

The basin lies within the limits of Big Horn county, in the northwest corner of Wyoming, the northern boundary being the State line of Montana. It is bounded on the west by the Yellowstone National Park and Uinta county.

In many respects this is one of the most remarkable basins situated on either side of the great continental divide. This is true whether we consider its great area, the lofty mountains enclosing it on all sides except the north, its equable climate, or the fertility of its soils. On the east looms up the Big Horn range, some of its peaks rising 12,000 feet above sea level; on the west tower the equally high peaks of the Shoshone range, spurs of the great continental divide; on the south is the Owl range, a spur of the continental divide, connecting it with the southern end of the Big Horn range. The usual elevation of the divides connecting these peaks is from 9,000 to 11,000 feet above the sea level.

Nestling among these grand old mountains lie over 500,000 acres of the most fertile land on this continent, awaiting only the hand of man and the influence of the irrigating ditch to make it one of nature's garden spots. There is an abundance of water at hand for the purpose.

The total area of Big Horn county is nearly 10,000 square miles. Nearly all of this land, except some of the highest peaks and slopes, can be profitably utilized for farming or grazing of stock, as has been amply proved by the success of old settlers in the Basin.

While the surrounding mountain ranges are from 9,000 to 13,000 feet above the sea level, the cultivable and irrigable lands of the Basin have an elevation of only 3,400 to 4,400 feet, varying according to the irregularity of the surface in its different parts. In the matter of climate it is like all other mountain valleys and basins—not controlled by latitude, but with a climate peculiarly its own. The topographical features have been thus described because its climate is undoubtedly the result of location and surroundings.

The climate is milder and more equable than one would expect to find so far northwest. Chicago, for instance, is on the forty-second degree of north latitude. The Basin lies at about the forty-fourth. It is a very little south of St. Paul, Minnesota, and precisely on the latitude of Red Wing, Minnesota, Green Bay, Wisconsin, Montpelier, Vermont, and the middle line of the Adirondack Mountains. But it is not as cold as any of these localities in midwinter and is much cooler in summer, except in the middle of the open plains under the full power of the noon-day sun. In the shade it is always cool.

The prominent modifying influences for the extremes of heat and cold are two—the sheltered situation, rimmed by high mountains, and the lack of humidity in the air. It is a climate of which residents never make complaint. On the contrary, they mention it with pride. There are mountains, plains, parks and valleys all over Wyoming. Where these irregulari-

ties of surface exist variety of climate is to be expected, and accordingly the State—as a State—is said to have more climates than any other State in the Union.

Three features of climate are common, however, to all parts—dry air, sunshine, and blue unclouded sky. In all localities all over the State, except at high altitudes, one may, even in midwinter, sit in comfort in the sunshine in any sheltered corner. The Big Horn Basin is one of the most favored of these localities for the reasons given. The summers are not so hot but that one can work with comfort during the heat of the day. The nights are cool and one requires a double wool blanket. The winters are even and the temperature seldom gets below zero.

Out-door business is carried on without waiting for the changes of weather. The snows of winter (not snow-storms at all in any far northern sense) are usually followed by what are known as "chinook" winds, which are always warm.

The moisture that is deposited in the basin is transported from the Pacific Ocean. In passing over the continental divide thirty to forty miles wide, forming its western rim, the larger percentage of the moisture in the colder months is deposited in the form of snow.

The summers are almost entirely devoid of rainfall, there being less than six inches during the entire year. Snow in the winter does not average over two or three inches at a time and is soon gone.

The soil of the Basin is mostly a sandy loam with clay subsoil, quickly and easily tilled, productive, and peculiarly adapted to irrigation. There is no question about the richness of this soil. Wherever one goes in a country level enough to be plowed, no matter if it be covered with only a sparse and bunchy growth of sage and be apparently worthless as it lies, the fact may be relied upon that all it needs is water. It is a fact ever to be borne in mind that land and water are here inseparable propositions.

Mr. N. L. Willey of Germania, in speaking of the soil here, says: "Nature is prodigal in these lands where water is applied, not infrequently bringing forth double the crop raised on the same acreage of the best Iowa and Illinois lands."

The greater part of the irrigable lands have an altitude varying from 3,400 to 4,400 feet. On these lands grow oats, wheat, barley, rye, corn, timothy, and alfalfa. It is believed that in no locality of the world are small grains of superior quality or in larger yields per acre. All the roots, such as potatoes, carrots, rutabagas, and beets, of all kinds, thrive exceedingly well up to 6,500 feet elevation.

The Irish potato yields well and the quality is unsurpassed anywhere. Being large, smooth, and mealy, they market at the highest price and are a profitable crop.

Oats yield from forty to eighty bushels to the acre. On ranches in the vicinity of Cody a yield of from eighty to one hundred bushels to the acre, weighing from forty-two to forty-five pounds to the bushel, is not uncommon.

Wheat has been known to exceed fifty bushels, and an average of thirty-eight bushels to the acre would be a conservative estimate. Barley runs from forty to sixty bushels to the acre, and rye from twenty-five to fifty-five bushels.

In speaking of the corn crop in the Basin the State report says: "Corn yields from thirty to fifty bushels to the acre, and is as sure a crop as in Iowa."

Alfalfa in the lower belt yields three to seven tons; other grasses two to four tons per acre.

The farmer in an irrigated country has many advantages over the one who has to depend on the capriciousness of the weather. Having water available in his ditch or reservoir, the irrigation farmer can turn it on and distribute it when and where it is needed, and in such quantities as experience has taught him will produce the best results. No crops rot in the field; the irrigator has complete control of the water, and other things being equal, a crop is assured beyond all doubt every season.

In order that irrigation be a success in any locality it is essential that soil, lay of land, and water supply be right. In these particulars the Big Horn Basin is one of the most favored spots in this whole country. Passing centrally through the Basin in a northerly direction its meanderings covering more than one hundred miles, is the Big Horn River. In addition to the large volume of water delivered by the Big Horn River, its large and numerous tributaries furnish an abundance of water for irrigating large bodies of land that can be placed under ditch. From the east flow Kirby, No Wood, and Shell creeks; from the west come Owl creek and its much larger tributaries of Grey Bull and Wood Rivers; then the two forks of the Shoshone River, and still farther to the north Clark's fork of the Yellowstone.

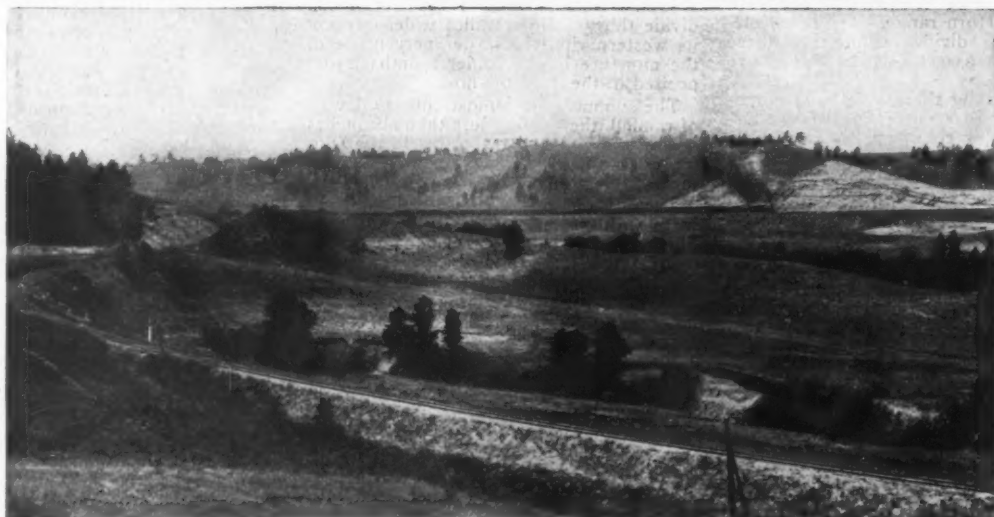
These streams are fed from the snows of the mountain ranges and furnish an abundance of pure water at all times. There are only about 100,000 acres under irrigation now and there are still over 400,000 acres susceptible of irrigation awaiting the settler. Most of this land can be taken under the arid land law at fifty cents per acre.

To the homeseeker we call attention to the fact that the growing scarcity and practical exhaustion of public lands for entry or at low prices, the unrest and dissatisfaction of many mechanics and laboring men with present conditions in our large cities, and the growing difficulty experienced by business men and capitalists in finding safe and paying investments, have resulted in the beginning of one of the greatest rushes for land our country has ever known. The time is near at hand when good soil will be priceless and even the poorer qualities will be eagerly sought after to be built up and made productive by the labor and capital of man.

To the investor we say, land here at present prices cannot help but be a good investment. As soon as put under cultivation the rentals alone will pay a good income on the investment, and the advance in values will be clear profit.

We ask the young man, are you going to strike out in the world and make a start for yourself? If so, do as your father and grandfather did,—go into this new country where land is to be had cheap, get some land and make a home and start in life. Now, if ever, is the time, and there is no better location than the Big Horn Basin.

FAR NORTHWEST ALONG THE BURLINGTON LINES



1. Swine on farm near Sheridan, Wyo. If all stories were true this would be the heart of the American desert. 2. Landscape in Northwest Nebraska. A curve on the B. & M. Road near Belmont, Dawes Co. 3. Range cattle in Wyoming.

CLIMATICALLY FAVORED NEBRASKA



1. Winter Farm Scene in Nebraska—A mild spell 2. Winter in Western Nebraska
3 A Western Nebraska Farmstead in Winter

Topography, Climate and Rainfall

The Reason of Nebraska's Advancement

The great commercial and agricultural wealth of Nebraska, as a State is too well known to need any additional introduction. The steady advance in land prices for years past, the rapid increase in wealth and commercial importance of its cities are well established facts.

No more beautiful piece of landscape was to be found than this country, as the bountiful hand of Nature left it, yet how much more beautiful is it today, when its broad acres are dotted with pleasant homes and productive fields, carpeted with the richest verdure which bear the resemblance to well-kept lawns.

There is a logical explanation why the price of land is so reasonable in this desirable region, and that is, that the resources of the country are so great and varied that it has taken a long time to develop it. Each succeeding year witnesses the institution of some new industry, and it is the marvel of the people that success has attended every new effort. That these new industries are adding to the value of real estate is evident, and it is only a question of time—and a short time at that—when the price of land will be as high as in the Eastern States.

It is the purpose of this short article to give an idea of the topography of the country, the soil and rainfall and climatic conditions. Topographically, the country is just rolling enough to be pleasant to the eye and give it good drainage, but not broken enough to interfere with farm work. In many places a furrow can be plowed across an entire section without a break.

The familiar term, "rolling prairie," is well applied to this section, for the land rises and falls in such gentle swells that it reminds one of the ocean's billows. Interspersed with these long stretches of rolling prairie are beautiful table-lands and valleys. The natural timber of the country is restricted to the narrow fringes bordering the streams in these valleys, the courses of which can be traced as far as the eye can reach, as they wind and twist through the broad meadow lands. There are no swamps, or sloughs, and the lands along the streams are tillable to the very water's edge. From observation and the best authority to be found on the subject, these lands should be divided about as follows: Bottom lands or valleys, about seventeen per cent; table-land, twenty-four per cent; rolling prairie, fifty per cent; and bluffs, nine per cent.

The valley lands lie largely along the rivers and creeks, hundreds of which diversify the landscape. The table-lands are the elevated plateaus that lie above the valley lands; they vary in width from a third of a mile to a mile or more, and rise in successive gradations, one above another, until the highest upland is reached. Starting from the Missouri River bluffs the country is very rolling and quite broken in places, but is all tillable, except the perpendicular faces of the bluffs. A few miles from the river we enter the rolling lands proper, and as we progress westward the land becomes more gently undulating. Further west we pass through extensive table-lands at a gradually ascending elevation just sufficient to give good drainage. These table-lands become more extensive until we enter the level plains or stock-range lands of Western Nebraska.

Nebraska is fortunate in having a soil

unexcelled by any State in the Union in the qualities necessary for the production of good crops, under almost any of the varying conditions—as can readily be seen from the following analysis by Prof. Samuel Aughey, State Geologist:

COMPOSITION OF SOIL.			
	No. 1	No. 2	No. 3
Insoluble (silicious) matter..	81.28	81.32	82.32
Ferric Oxide	3.86	3.85	.....
Alumina .....	.75	.74	.74
Lime, carbonate	6.07	6.03	6.09
Lime, phosphate	3.58	3.58	3.59
Magnesia, carbonate	1.29	1.31	1.29
Potassa .....	.27	.35	.33
Soda .....	.15	.14	.16
Organic matter	1.07	1.05	1.09
Moisture	1.09	1.06	1.09
Loss in analysis.....	.59	.53	.47

No. 1 is from eastern part of the state.
No. 2 is from the southern-central part of the state.

No. 3 is from the Republican Valley.

This is the kind of soil that prevails over more than three-fourths of the whole State, ranging in depth from five feet to over one hundred. It forms one of the most fertile, tillable and absorptive soils in the world, and a soil too that will never be worn out until the very hills and valleys that compose it are worn away.

Former Governor Furnas, in speaking of Nebraska soil, says: "The large amount of silica in the soil gives the advantage of natural drainage—absorbing water like a sponge, holding it until a time of drouth and then sending it to the surface. On lands well cultivated there is rarely a loss of crops in seasons either wet or dry."

Owing to this wonderful absorptive quality of the soil it is peculiarly adapted to the production of crops under the extremes of either wet or drouth. In time of heavy rains the moisture percolates through the soil to its lowest depth, where it is held in reserve, and in time of drouth it comes up from below to supply the needs of vegetation.

Although Nebraska's annual rainfall may not be as many inches as it is in some of the Eastern States, yet the annual amount of moisture taken up by the soil is as much or more, and the rains come at a season when most needed by the growing crops, as will be seen by the following figures from the report of the State geologist.

For example, the rainfall of Nebraska for the past twenty years, as computed by Professors Loveland and Swezey, is 23.33 inches, of which 2.33 inches, or ten per cent, is lost by flowing off, while twenty inches is saved by soaking into the soil. In the Eastern States, with an annual precipitation of thirty-eight inches, fifty per cent, or nineteen inches, is lost by flowing off in streams, leaving 19 inches to sink into the soil.

This just about equalizes matters between the East and West, and presents Nebraska in a better light and helps to explain how a flourishing and increasing agriculture has sprung up on the very soil where it was once pronounced impossible.

The rainfall of the growing season in various localities by way of comparison which shows, as follows: Dodge City, Kans., 73 per cent; North Platte, Nebr., 72 per cent; Cheyenne, Wyo., 71 per cent; Nebraska in general, 69 per cent; St. Paul, Minn., 61 per cent; Duluth, Minn., 57 per cent; Davenport, Iowa, 55 per cent; and St. Louis, Mo., 48 per cent.

Nebraska may feel just pride in the fact

that such a large proportion of moisture is caught, and in the additional fact that it comes at the season when most needed. This is what enables Nebraska to raise phenomenal crops on a limited precipitation, so limited as to produce drouth and complete crop failures in the Eastern States.

As is well known, the year 1901 was one of the worst drouth seasons ever experienced in the country. The following editorial will show that Nebraska fared much better than her sister States, due no doubt to the fact that the unusually heavy rains of the spring and early summer were taken up and held by the soil and served to carry the crops through the dry season.

Hastings Daily Republican: "Taking everything into consideration, the Nebraska farmers are in better condition than the mass of farmers in the Middle and New England States. In the great crop-producing areas of Illinois, Indiana, Ohio, Missouri and adjoining States, the extended drouth caused a serious failure of corn, wheat, oats and all small grains, dried up the hay in pasture lands and even caused practically a total failure of vegetables and fruits. Not so in Nebraska. The farmers in this State have raised such an immense wheat crop that they are having difficulty in securing threshing machines to thresh out. Drive out in any section throughout the length and breadth of the State; from every point of view one will see hundreds of acres of wheat fields covered with grain waiting for the threshing machines.

"In the counties lying south of the Platte River the farmers have a big wheat crop to their credit, but corn was cut short by the dry weather and in many counties the average yield will be light. Late rainfalls, however, have kept it nice and green and the fields that will not return a profitable yield to crib will make excellent fodder, which will be utilized by the stockmen. The people in the drouth sections of the Middle and Eastern States have not raised enough potatoes for home consumption. The Nebraska farmers have raised enough for their own use and will have thousands of bushels for the market. In the drouth afflicted Eastern States fruits dried up on the trees and vines. In Nebraska this year a big crop of all kinds of fruit has been gathered. Peaches, plums and cherries have fairly flooded the market through the whole season and at prices within the reach of all; apples, pears, grapes, strawberries, blackberries, raspberries and all such fruits were a good crop. In products of the farm, garden and orchard, Nebraska is much better off than the other States that came within the sphere of the drouth areas."

The altitude is 800 feet in the southeast corner of the State and 6,000 feet at the northwest corner. This downward slope or incline from northwest to southeast gives the whole State a warm exposure, the influence of which is invaluable to all vegetable growth. This high altitude gives freedom from malaria and all diseases pertaining to a low altitude, and the advantages of a pure, healthful atmosphere.

In this particular, Nebraska has no superior in the world. The drinking water is absolutely pure and wholesome and the supply inexhaustible. As an illustration,



RANGE CATTLE IN SOUTHWESTERN NEBRASKA

during the dry season of 1901, when many cities were without water or compelled to go on short rations, the entire water supply for the city of Hastings, a place of 10,000 inhabitants, was pumped from two wells and the daily consumption amounted to over 150,000 gallons.

The greater part of the winter season in Nebraska is made up of bright, sunny, mild weather, with no storms until after January, and only occasional short storms through February and March. Stock require but little shelter or feed, and on the ranges live out all winter, their only shelter from the storms being the ravines, gulches and timber along the water courses.

There is no waiting for the mud to dry up before spring work on the farm can be taken up. Farm work is often carried on through every month in the year and

an annual death rate of only 6.24 per 1,000, the ground is always in the best of shape for early working and seeding.

The summer season is long and genial. The hottest days of mid-summer are tempered by almost constant southerly winds and the nights are cool, restful and refreshing. The summer of 1901 will not only be remembered as one of the driest, but also one of the hottest ever known, and while people were dying by scores in the humid, enervating climate of the East, there were but very few cases of prostration or death from heat in Nebraska.

Considered from a health standpoint, Nebraska stands first in the Union, with according to the report compiled by the Marine Hospital Service.

How could it be otherwise? There are no conditions present to foster disease, but on the contrary, everything necessary

for the regaining and maintaining of life and health. A high altitude, sunny days, bright skies, pure air, pure water and a fine climate. How much better are the chances for regaining health here than in the hot, damp climate of the South, where so many go to seek for health! None of the diseases prevalent in low malarial districts South and East or the cold, frigid regions of the North are found here. People afflicted with liver trouble, dyspepsia, incipient consumption, asthma, catarrh, bronchial affections and kindred ills soon become sunburned, light-hearted, happy and healthy under the healing influences of pure air and outdoor life in this healthy climate. This is a very important point to consider when changing location, and it is a duty everyone owes to himself and family to carefully investigate this point before making a change.



"THE HARVEST IN THE DESERT"—OAT FIELD IN DEUEL COUNTY, WESTERN NEBRASKA

Stock Raising in Washington

Ample Opportunity for Investment

Stock raising in the State of Washington is an important industry, but the amount of stock raised and sold for slaughter during the past year was far inadequate to supply the demand emanating from the Puget Sound section alone. Although there exists in this State ample opportunity for profitable investment and labor in this field, Puget Sound must draw on several sources outside the State for its supply of meat cattle, sheep and hogs. Outside of this State this supply comes in large shipments from Northern Idaho, from that portion of Montana adjacent to Butte, Anaconda and Garrison, then from the region of La Camas Prairie, Clear Water, Salmon Meadows, Lewiston, Haley and Shoshone, in Idaho; from Eastern Oregon, from as far south as Gazelle, California, and from as far east as the vicinity of Ogden and Soda Springs, in Utah.

The principal ranges in this State from which good stock may be secured for slaughter are at present limited, being confined to the Big Bend country, Okanogan County, Stevens County, Spokane County, Whitman County, Yakima County and the region of the Methow Valley. As near as may be conservatively estimated, from an authoritative source, the districts mentioned in this State sold last year to the abattoirs 70,000 head of cattle, 100,000 head of hogs and about 400,000 head of sheep, and more than two-thirds of this entire number found a market on Puget Sound, where the meat was sold locally or exported to the islands of the Pacific, the Philippines, other portions in Asia and to Alaska.

In this State the majority of stock is raised on fenced or leased ranges in districts easily accessible to transportation. Much of the stock was raised in small bunches as a by-issue by ranchers. Last

year's total of stock raised and sold by Washington farmers and ranchers was greater than for three years past, and in view of the settlement of the best lands of the State for agricultural and farming purposes represents very nearly the limit, under present conditions, of the capability of the country adjacent to the railroads. But with more ditches, giving stock a chance to drink and giving vegetation a chance to grow, at least five times last year's yield may be realized.

In Okanogan and Ferry Counties, and even in Douglas and Lincoln Counties, exists splendid opportunity for stock raising, the only drawback at present being lack of suitable transportation facilities. But this is something that may be remedied sooner than many people at present anticipate. It has only been a few years since stock ran wild in great droves over the whole of Eastern Oregon and Washington, but the coming of the farmer and the wheat grower has removed the wide, free open ranges and considerably restricted the field of the stock raiser. With a systematic and business-like system, however, stock can still be grown in far greater quantities than at present, on fenced ranges where water may be applied. There is no portion of Eastern Washington where artesian water may not be secured at comparatively small cost and in great volume.

It is an interesting fact that stock today, in the field lots from 400 to 700 miles from Seattle, are selling for the same price that is being asked in the Union Stock yards at Chicago. This is due to the fact that the demand exceeds the supply. Washington abattoirs are enabled to compete with the corn-fed beefs of the Eastern States solely and merely be-

cause of the smaller charges for the shorter railroad haul.

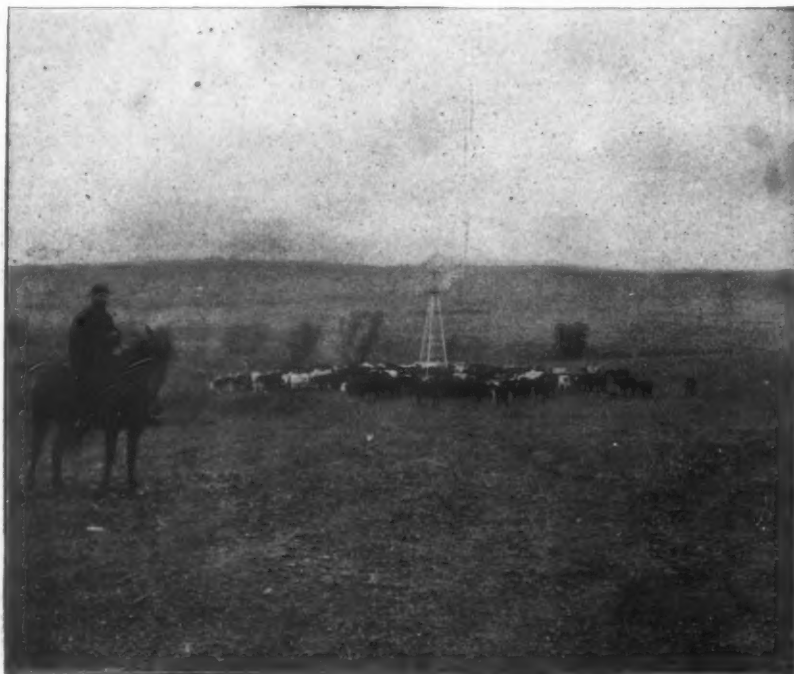
With a comparatively small expenditure for ditches and general facilities, the ranger may find in this State a splendid field for stock raising. The system of selling and buying in this State is superior to the system in vogue in Eastern States, where the stock is graded, while in this State the raiser or ranger gets a set figure for his whole shipment on the range.

In the case of hogs, there exists every inducement to the farmer to grow them for market. At the present time it is stated on reliable authority that by June or July hogs will be worth seven and one-half cents on the farms, where now they are selling for six cents. On account of the raise in the price of wheat, farmers have stopped feeding hogs, and the prospective price is just what it would cost to ship hogs into Puget Sound from the East, with freight and shrinkage added. For fourteen years, with the exception of the past two years, hogs have been shipped from Nebraska and South St. Paul to Seattle and Portland on foot. It is said that one reason why hog raising is not and has not been a great industry in this State, where climate and natural conditions are most favorable, is because the farmers have not studied the question in all its wide possibilities.

While Puget Sound, in securing its hogs, cattle and sheep for local use and export, draws on a region as great in area as a country ten times the size of the State of Iowa, it is interesting to grasp the area of country drawn on by Chicago packers for their supplies. Very few of the Chicago sources of supply originate in Illinois. The great majority comes from other States—Wisconsin, the Dakotas, Montana, a small portion of Idaho, Wyoming, Nebraska, Iowa, Kansas, Colorado, Texas and New Mexico. It will be seen that Puget Sound and the West meets Chicago in Central Montana, Western Utah and Nevada, where the flow of meat on the hoof drifts towards the Pacific.

If the stock raiser and the farmer come to the rescue, Seattle will be the center of a great packing industry that will ultimately supply the entire great West and export to all the countries of the Pacific, competing with Australia and New Zealand at a line in Asia that is not yet clearly marked.

What is the Government doing in the way of inspection to protect and facilitate this growing and enormous traffic? The extent of the meat inspection which is maintained in order to prevent the local use of diseased and unwholesome meat, and to prevent its shipment from one state to another, or to foreign countries, is now very general. The position of the Government in this inspection is twofold—to protect the health of the consumer and to uphold the reputation of United States meats in foreign countries. It is interesting in this connection to mention the fact that the abattoir of the Frye-Bruhn Company, in this city, the largest packing establishment on this Coast, was a pioneer in the matter of asking Government inspection. Government inspectors are now, however, in



TYPICAL SCENE ON A WASHINGTON STOCK RANCH

CONCLUDED ON PAGE FIFTY-NINE

The Mouse River Country, North Dakota

An Ideal Place for the Homeseeker

By John Meissner

Laying aside books and school room duties we spent our vacation this year, as last, largely in the Mouse River Country, also to the west and south. Such a trip will repay any one who has an interest in the country's development.

Few people of the East know what the State of North Dakota is doing in the matter of agricultural development and general material progress. What is true of the East in regard to the State as a whole is also true, but to a less degree, of the eastern part of the State in reference to the progress made in the Western part. Indeed no one who has not traveled through the region can know the progress made in the "Mouse River Country," which three years ago was a bleak and barren wilderness except for the roving herds of the ranchers' contented and sleek cattle.

But the cattleman's day is past in this region as it is also rapidly passing to the west and south, wherever the soil is good and surface smooth.

The Mouse River includes within its loop about 2,500 square miles of territory. This, of course, is but one-half of the "Mouse Country," which river, as all others, receives its drainage from both sides. This makes an area of 5,000 square miles.

Not only has all this been homesteaded and much of it proved up by commuting during the past three years, but immigration has extended far to the west of Minot and to the south down into McLean County.

The writer is thoroughly familiar with all this region—from Velva and Voltaire on the south, to Souris, Mohall, Deep River and Bowbells on the Canada border, having traveled over it extensively and made a study of it the past several seasons. He has seen, in fact, the wild prairie yield under the plow of the sturdy settler, to the rich fields of flax, wheat and barley. He has seen the bleak landscape become dotted by the homesteader's "shacks," and already in many cases by comfortable, well-built houses.

Most claims have from forty to one hundred and twenty acres under plow, but many homesteaders do not intend to settle on their claims, and so do only enough work to hold their claims, then "proving up" by commuting after fourteen months or more, by paying \$1.25 per acre, and getting a "patent" from the Government.

Though many prove up by commuting, yet the great majority are pushing their farming and improvements as fast as they are able, for they expect to make their claims their homes.

Some idea of the extent of farming already carried on may be gotten by grain shipments. Granville, which is less than three years old, shipped up to the close of December, 1902, 250 carloads of grain, mostly flax, as wheat and other grains are as yet largely kept for seed and for feeding. What is true of Granville in regard to grain shipments is true of other stations along the railroad lines.

As said above, the land in this wide extent of country is all taken up. Relinquishments, however, may be bought ranging in price all the way from \$300 to \$1,000, while deeded land such as is for

sale may be had for from \$1,000 to \$1,600 per quarter for good land. Some quarters sell for much more. So we see that the new-comer must pay well for a farm or for the privilege of proving up. Either this or go farther West, which many are doing.

Now in regard to soil and productiveness: The soil is as a rule of a very good quality, deep, and free from gravel. But here as elsewhere the country is not wholly uniform in quality. The same is true of the Red River Valley, the richest tract of like area in all the world. Let it also be noted that the best land of the "Mouse Country" is not along the line of the railroad, but back farther to either side.



A MOUSE RIVER COUNTRY FARMSTEAD

All grains that grow in the eastern part of the State grow here and under favorable conditions as bountifully. In 1902, which was an off year, here as elsewhere, the crops were very good when sown in time.

The writer interviewed farmers who began breaking sod the 10th of May and threshed five bushels of flax per acre. Seeding with them was not done before the 1st of June and a greater yield could not be expected from wild sod. Other farmers who began breaking early and who sowed at once, harvested fifteen to eighteen bushels per acre from first breaking. Still others from old ground threshed as high as thirty bushels. In such cases conditions of soil, etc., were perfect. These yields can be vouched for and were given to the writer by the farmers themselves. All early-sown flax yielded well.

There is considerable good land to the west and south of Minot, but it will not last long, nor will the reservation which is to be opened in February next near Williston. At present land is being entered at the Minot land office at the rate of 125,000 acres per month, or between 750 and 800 homesteads.

As you drive across the country you are impressed with the great amount of hay produced, and that, too, of most excellent quality, also by the number of farm-

ers who keep stock, all of which goes to show that this will not be an exclusive grain country, but one of mixed farming with wheat, oats, flax, barley and speltz as grain crops, the last two being already grown as well as the others.

Water is easy of access. As regards fuel no mention need be made of North Dakota coal, at least not for the benefit of residents of the State, as we have already learned the value of lignite. In some respects it is superior to Illinois and Iowa soft coal. Among other things it gives great heat and is free from dirt and soot. In fact it burns like wood. There are vast areas of lignite in the western part of the State. Some veins are fourteen feet thick—all pure, solid,

merchantable coal. The only thing we have to fear is a coal trust.

As regards railroad facilities: The Great Northern has done much for the development of the State. In fact the rapid strides made by those sections traversed by this road is due largely to the enterprise and zeal of its managers. The Great Northern owns and operates more than 1,100 miles of road in North Dakota, covering pretty completely the eastern and northern portions of the State, the main line from east to west being 400 miles long. From this line numerous feeders have been put out, reaching to the Canadian border and traversing as rich a tract as can be found anywhere. In the spring another branch will be built, reaching from Granville to Mohall.

Fourteen passenger trains leave daily from the Great Northern depot at Grand Forks. The "Flyer," which leaves for the coast every day, is all that could be desired. Some of the local trains are not far behind in equipment.

While it is true that at present, from Devils Lake west, a good quarter is within the reach of the poor man, it will not long be so, for land will advance more and more as immigration pushes westward and as population increases.



GLIMPSES OF WESTERN LIFE



AS BIG AS A BEAR

A white wolf has been killed near North Crandon, Wisconsin, and it said to be as large as a common-sized bear. J. D. Raymond, a farmer, saw tracks of a pack of wolves, and set out after them. He saw that one had left the pack and he followed its tracks. Setting a trap, he returned home, and the next day it had disappeared. He took up the trail of the wolf again. The animal saw the man approaching about the same time that the man saw it, and, angered by the pain of the trap, started to attack him. When the wolf emerged into the clearing in which Raymond was standing he shot it. The animal weighed 165 pounds.

MEANEST MAN IN KANSAS

Not long ago the wife of a Western Kansas politician asked him to lay aside politics long enough one day to dig the potatoes in the garden. He agreed to do it. After digging for a few minutes he went into the house and said he had found a coin. He washed it off and it proved to be a silver quarter. He put it in his jeans and went back to work. Presently he went to the house again and said he had found another coin. He washed the dirt off it. It was a silver half dollar. He put it in his jeans. "I have worked pretty hard," said he to his wife; "I guess I'll take a short nap." When he awoke he found that his wife had dug all the rest of the potatoes. But she found no coins. It then dawned upon her that she had been "worked."

AN AFFECTING TALE

"Poor Jim has been sent to an insane asylum," said a barber of Fargo to the victim in the chair.

"Who's Jim?"

"Jim is my twin brother, sir. Jim has long been broodin' over dull business, an' I suppose he finally got crazy."

"Hum! Not unlikely."

"Yes, he and me has worked side by side for years, and we were so alike we couldn't tell each other apart. We both brooded a good deal, too. No money in this business any more."

"What's the matter with it?"

"Prices too low. Unless a customer takes a shampoo or something, it doesn't pay to shave or hair-cut. Poor Jim! I caught him trying to cut a customer's throat because he refused a shampoo, and so I had to have the poor fellow locked up. Makes me very melancholy. Sometimes I feel sorry I didn't let him slash all he wanted to. It might have saved his reason. Shampoo, sir?"

"Y-e-s, sir."

A BOTTOMLESS PIT

Fifteen miles west of Ogden the Southern Pacific people are building a cut-off which is to run across the northern arm of the Great Salt Lake for thirty miles. About twenty miles of this distance has been trestled, and many work trains are hauling rock and dumping it on either side of the trestling to build up a strong embankment on which the new road is to rest.

It is reported here that the trestle ten miles from the Ogden side of the lake sank and disappeared below the surface of the water a couple of weeks ago. The assistant of Chief Engineer Hood, in charge of the work, order car load after car load of rock, each gondola carrying over 100,000 pounds of rock, dumped at the spot where the trestle went down.

Up to date more than 1,000 cars of rock have been dumped there, but this vast quantity is apparently not enough. A peculiar feature is that the dumped rock is coming above the surface of the water 500 feet away on each side of the trestle. The movement of a large body of mud on the floor of the lake is the way this phenomena

"I was not to get top views of any sort that day; for deep tramping near the canyon head, where the snow was strained, started an avalanche, and I was swished back down to the foot of the canyon as if by enchantment. The plodding, wallowing ascent of about a mile had taken all day, the undoing descent perhaps a minute.

"When the snow suddenly gave way, I instinctively threw myself on my back and spread my arms to try to keep from sinking. Fortunately, although the grade of the canyon was steep, it was not interrupted by steep levels or precipices big enough to cause outbounding or free plunging. I was only moderately embedded on the surface, or a little below it, and covered with a hissing back-streaming veil of dusty snow particles; and as the whole mass beneath or about me joined in the flight, I felt no friction, although tossed here and there, and lurched from side to side. And when the torrent swedged and came to rest, I found myself on the top of the crumpled pile without a single bruise or scar. And after many years the mere thought of it is still an exhilaration."

THE OLDEST TREE IN THE WORLD

The oldest living thing in the world today is a tree that was discovered in California a few days ago. Its circumference six feet from the ground is one hundred and fifty-four feet eight inches, making its diameter over fifty-one feet. Its height is not given. Perhaps it has not yet been measured. If its proportions are in the same ratio as other "big trees" of the glacial epoch it lifts its majestic head 555 feet above the ground. That is the exact height of the Washington monument. The tree and the marble shaft would look well standing side by side, presenting an object lesson in nature and art.

Washington monument's base is 55 feet square, four feet more than the diameter of the big tree, which latter is a sequoia. The architect of the monument followed closely the tree design of the great architect of the universe, except in the shaping of the shaft. Nature never made anything square. The monument should have been round. Scientists who have been studying for years the ages of the big trees are now agreed that the average rate of growth is one inch of diameter for every twelve years, which would make the new-found monster 1,400 years older than the creation, according to Moses, and twice the age of Abraham.

Of those big trees only 500 of exceptional size remain, and heartless lumber men are destroying them as fast as possible. And what do you suppose such priceless relics of ages dead and gone are reduced to? Grapevine stakes. They are felled with augers and riven with powder and dynamite. One blast destroys thousands of feet. Never more than half a tree can be utilized, the other half being torn into fragments. When one of the giants falls to the white man's devilish vandalism the shock shivers much of its trunk into worthless splinters. Where is the hand of Uncle Sam?



IT PLEASES EVERYBODY

THE NORTHWEST MAGAZINE guarantees its advertisers a list of over 50,000 paid subscribers

is explained by the officials. They say the only thing to do is to keep piling on the rock.

RIDING AN AVALANCHE

"In all my wild mountaineering I have enjoyed only one avalanche ride," writes that lover of nature, John Muir; "and the start was so sudden and the end came so soon that I thought but little of the danger that goes with this sort of travel, although one thinks fast at such times." It was after a fresh fall of snow several feet deep that Mr. Muir set out to climb one of the mountains in the Yosemite Park.

"Most of the way I sank waist-deep, in some places out of sight; and after spending the day to within half an hour of sundown in this loose, baffling snow work, I was still several hundred feet from the summit. But I still hoped to reach the top for the sunset.



WESTERN HUMOR



TOOK A LONG TIME

The guest of an Albert Lea, Minn., hotel was sitting in the reading room when he was disturbed by the sound of a heavy fall. "What's that unearthly racket?" he asked the hotel clerk.

"Oh," was the reply, "that bloomin' Englishman who is stopping here just fell out of a second story window."

"That's funny," said the guest. "I told him a joke half an hour ago and it's taken him all this time to tumble."

WHERE HE COULD GET IT

A Winona, Minn., druggist had been worried the other morning and his temper was none of the sweetest. A customer called and got a pound of sulphur.

"How much?"

"Ten cents."

"Ten cents!" exclaimed the purchaser.

"Why, I can get a pound of sulphur at Blank's for a nickel, any day."

"Is that so?" snapped the druggist. "Well, if you go to hell, you'll get it for nothing."

JOSEPH WENT TO WORK

An old Dodge County, Nebraska, farmer sent his boy to college to study Latin. Not being satisfied with the course of the young hopeful, he recalled him from school and placing him by the side of a cart one day, thus addressed him: "Now, Joseph, here is a fork and there is a heap of manure and a cart; what do you call them in Latin?" "Forkibus, cartibus et manuribus," said Joseph. "Well, now," said the old man, "if you don't take that forkibus and pitch that manuribus into that cartibus, I'll break your lazy backibus." Joseph went to work.

HAZY ABOUT HOLMES

According to a distinguished after dinner speaker who was telling stories at a dinner in Sherry's, a certain Westerner who figures very largely in Wall street read in the newspapers about the appointment of Justice Holmes to a vacancy on the bench of the United States Supreme Court.

"Who is this Judge Holmes?" inquired the Westerner of an acquaintance. "Is he a son of Sherlock Holmes?"

"No," said the acquaintance. "Don't you know that Sherlock Holmes is not at real character?"

The Westerner was surprised, and his companion added:

"Judge Holmes is a son of Oliver Wendell Holmes."

"Who in thunder is he? I neevr heard of him before," said the Westerner.

A MODEST WISH

An American traveler recently asked Henry Clay Evans, Consul-General at London, if it was not a relief to him to be out of the Pension Office.

"That was a job to try a man's soul," said Mr. Evans. "It is a pleasure, of course, to see that deserving soldiers get some financial return for their disabilities, but the procession of sharks and political vagabonds to the desk of the Commissioner in Washington is endless.

"I hadn't been in that office long," continued the Consul-General, "before I felt like voicing the profane despair of an old German who had wedded a vixen. With her voluble harangues she made life a prolonged misery for him.

"At the end of her diatribes the old German would groan:

"Vell, I vish I vas in hell, dot's all I hope."



OFF FOR THE KLONDYKE
While not exactly a typical miner, yet this little Seattle boy has ambitions

A STRIKING COINCIDENCE

Two mischievous girls who are members of a church choir in a well known Nebraska town, figured recently in a laughable incident, which is quite good enough to bear repeating. In some way known only to themselves, they became possessed of the subject of the minister's Sunday morning sermon, and thereupon set about selecting songs in harmony with the theme. On Sunday morning they were on hand bright and early, looking innocent enough to deceive a brace of Pinkerton detectives. One of them seated herself at the organ and played "Faint Yet Pursuing," which was sung as a voluntary. Then the minister arose, and consulting the list which had been given him, called for number 395. The choir sang, "Almost Persuaded." The minister arose and announced the theme, "Courtship and Marriage," read the lesson and called the next song. The choir sang, "Triumph at Last," and the congregation began to look amused. "After prayer sing number 201," said the minister, and in his petition asked that the spirit of levity, which possessed some of his hearers, be banished. Then the choir sang, "Hasten Lord the Glorious Day," and everybody laughed. Even the minister had difficulty in stifling a smile when the choir struck up, "Behold

the Bridegroom Cometh," and the congregation became positively hilarious as the organ pealed out the opening notes of "What Shall the Harvest Be?" And throughout those two girls preserved their expression of saintly innocence and afterward decided that it was the "most peculiar and striking coincidence" they ever heard.

HE WAS ACCOMMODATING

She was newly married and did not know at little bit about either housekeeping or shopping, and she was giving her very first order. It was a crusher; but the St. Paul grocer was a clever man, and was used to all kinds of orders, and could interpret them easily.

"I want two pounds of paralyzed sugar," she began.

"Yes'm. Anything else?"

"Two tins of condemned milk."

"Yes'm."

He set down pulverized sugar and condensed milk.

"A bag of fresh salt. Be sure it is fresh."

"Yes'm. What next?"

"A pound of desecrated codfish."

He wrote glibly, "dissicated cod."

"Nothing more, ma'am? We have some nice horseradish just in."

"No," she said, "it would be of no use to us; we don't keep a horse."

Then the grocer sat down and fanned himself with a washboard, although the temperature was freezing.

NEVER FEASED HIM

"I was a clerk in the trader's store at the Pawnee agency for three or four years," said a St. Paul grocer, "and of course I had a good chance to study the Indian. There was a chief named Leaning Tree who never smiled or laughed. He had no curiosity. He had no interest in anything belonging to the white man—not even whisky. He was the nearest thing to a stone man you could find, and his imperturbability vexed me. I made up my mind one day to arouse him or perish. The chief used to come down to the store every morning and sit on an empty barrel on the porch. I put half a pound of powder under that barrel, and one summer's morning Leaning Tree took up his usual roost. I waited about fifteen minutes and then fired the fuse. Ten minutes later there was an explosion that sent the chief twenty feet high and ten rods away, and of course there was a rush from every side to learn what had happened. The old chap must have felt his hair curl and been greatly mystified, but he got up without the slightest loss of dignity, and when asked to explain he struck his breast and replied:

"Heap lightning—heap strike—heap go up, but no heap hurt me! Let more thunder come."

"His dignity was a good thing for me," said the former trader. "There was an investigation and they would have made it hot for me, but when the officers questioned Leaning Tree he proudly answered:

"No powder—no blow up. Lightning—thunder—earthquake—big wind. But was I a child to be afraid? Barrel—humph! Powder—humph!"

Charming, Picturesque and Individual

Victoria, the Tourist's Paradise

By Mollie Glenn

Victoria, charming, picturesque, individual Victoria, Island City and Capital of British Columbia, having visited you, one sighs in the midst of the turmoil and bustle of the larger Canadian cities, for your calm peaceful assuaging atmosphere. There is but one Victoria in all the wide world. A city at the outposts of Canadian Western civilization, on Vancouver Island, where the people of the effete East picture all sorts of wild and grotesque conditions. Victoria is in reality the embodiment of old country hauteur quickened by the unconventionalities that necessarily go hand in hand with the buoyant freedom of life in the glorious West. It is really surprising that such an ideal spot as Victoria is so little known of in the East, and yet after all it is not so remarkable when one stops to take into consideration that Victoria and Victorians take all their beauty, picturesqueness and dignity as a specially arranged act of Providence and that the rest of the world knows nothing of it is a matter of supremest indifference to them. It has only been within the last three years that the sublime quietude of the Capital City has been broken in upon by the ever restless scenic artist tourist, and to-day it is one of the most popular tourist resorts of the Pacific Coast. Travelers who have visited every mecca of the pleasure seeker in Europe have unhesitatingly declared for variety of natural scenery Victoria is unequalled. Within fifteen minutes' ride

on the electric cars from Government street, the principal thoroughfare, north, south, east or west one will find himself on the shore of a tiny bay, inlet or arm surrounded by rugged rocks, verdant shrubbery, sandy beach or lofty palisades, scenery to order to suit the moods and temperaments of the pleasure seeker and the great attraction and delightful feature of this Canadian Venice is that at any time in the year a trip to the multitudinous points of interest around Victoria is thoroughly enjoyable. Of course the summer is the gala season for travelers, but it can be fearlessly said with the exception of perhaps two months, December and January, 'tis "beautiful summer time" throughout the year in Victoria. When the fragrant, merry, smiling summer time of June comes there is no place on this terrestrial hemisphere surpasses quaint, retiring, little Victoria in the gorgeousness of her summer attire—flowers, oceans of them, billows of every known color, genus and species of horticulture. Every house has a lawn, and be it ten feet or a thousand, every inch is artistically and scientifically arranged with the idea of display uppermost in the designer's head.

The Victorian is a great home lover; his home is his castle, and fortunate indeed is the stranger who is invited to be a guest at his board. It has been said, and truthfully too, that a stranger would pine away and die if his life depended upon courtesies and kind attentions from

the people about him in the Island City. The attitude is that chilling hauteur Gilbert Parker so nicely describes in his famous "Right of Way." His hero in this work, Charlie Steel, a brilliant and prominent lawyer, is disastrously fond of the flowing bowl, and on one occasion he finds himself in a saloon of unsavory repute, and his dignity and lofty manner angers the crowd of loafers standing about the bar, and an empty glass is hurled at Steel's head, which he very adroitly dodges, and as he turned about to see who to thank for the tribute of unpopularity a burly, good natured man stepped up to him and advised him to leave and that he, the burly man, would see him safely out, whereupon the audacious Steel placed his monocle to his eye and said in the coldest metallic tones: "I beg your pardon. Have I ever been introduced to you?" This chilling aloofness is typically Victorian. "On probation" is the motto pinned to every newcomer's coat, figuratively speaking. Once the hand of good fellowship is extended, though, such genial hospitality and sincere feelings of esteem are seldom met with.

In his business dealings the Victorian is as cautious in making declarations as he is in his social intercourse. He is calm, cool and long headed; plenty of money at his command, but no desire to plunge into the mad whirlpool of chance like his American brothers across the sound. Like Stevenson, he believes in



PARLIAMENT SQUARE, VICTORIA, B. C.

During the visit of Their Royal Highnesses, The Prince and Princess of Wales in 1901

making a little and spending a little less. There are no plungers in Victoria, no mad, bustling whirl of excitement in the business section, but withal its seeming slowness it is safe to say Victoria, from a financial point of view, ranks near the top on the list of wealthy Canadian cities.

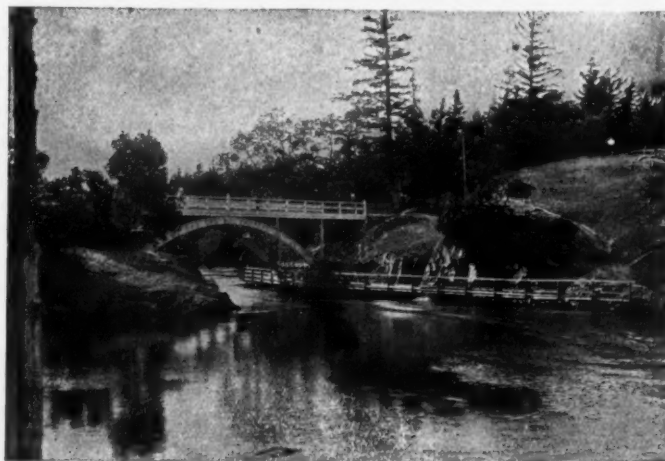
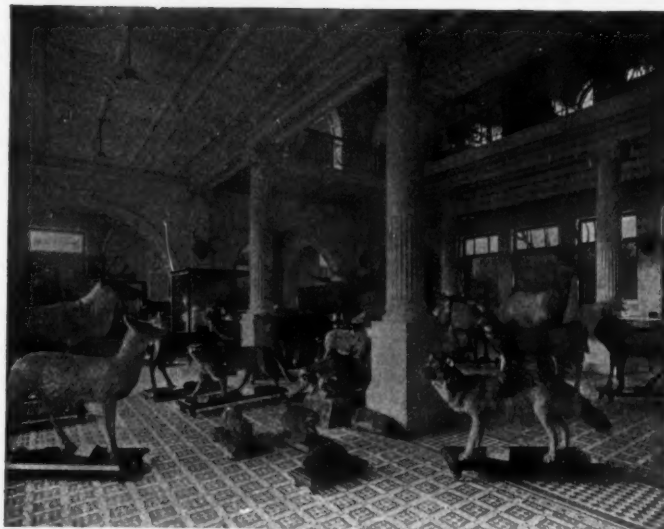
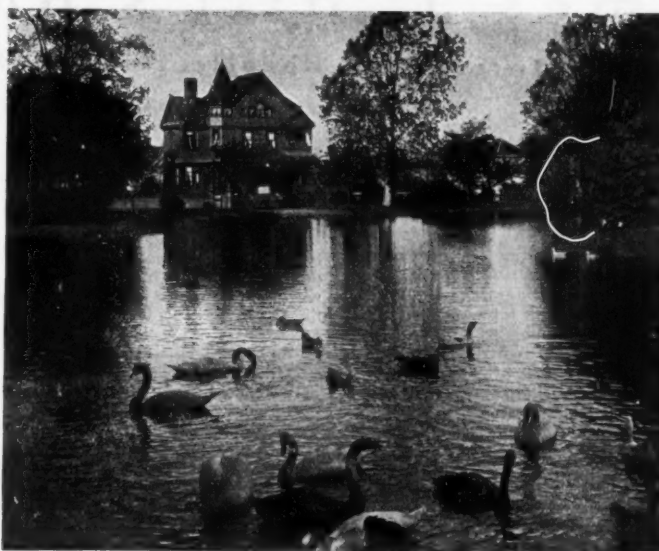
The Victorian atmosphere is a balm of the most soothing quality to the brain-tired, restless American money maker, and every day in the year business men from the bustling Puget Sound cities hie themselves to the tranquillity of this only truly English city in British North America. There is certainly an undefinable undercurrent of magnetism that affects every one who has ever been to Victoria. They must return, and every time they go they see something new and fascinating.

When the Prince and Princess of Wales were here last year, on their tour of the British Empire, they declared in all their 50,000 mile journey, Victoria, this Evergreen City of Canada, was the most beautiful place they had seen, and one of the royal party said if he couldn't live in England he would select Victoria as the next best place in the world.

Outside of natural scenery in Victoria, the naval station is one of its greatest attractions. Britain's Gibraltar of the Pacific, Esquimalt, is the headquarters of His Majesty's navy of the Pacific Coast. Here are always to be found one or more of the fast cruisers and torpedo boat destroyers of Great Britain's navy, and at Macaulay Point, one of the many picturesque nooks in Victoria Harbor, are the far famed disappearing guns. These fortifications cover an area of many square miles and command the approach from the Pacific. A large and continually increasing force of soldiers are maintained here, and from a social point of view there is no more lively spot on the Pacific Coast than right here in this little naval station. Esquimalt is only twenty minutes' ride on the electric cars from the center of the city, and through an ever changing panorama of charming scenery.

To the Eastern mind, when the assertion is made that Victoria is on Vancouver Island, immediately a mental picture is produced, showing a fairly good sized town on a little round island, two or three or four miles wide and ten or fifteen miles long, with no idea of anything worth much on this tiny pebble but the capital of British Columbia, and to tell the exact area of one of the most wonderful islands in the world one has looked upon as well as treating the truth in a most facetious manner, yet the facts are that Vancouver Island is 285 miles long and from three to 75 miles wide, abounding in minerals, timber lands, farming districts, with opportunities for hundreds of industries yet undeveloped. The Esquimalt & Nanaimo Railroad affords ready and commodious access along the eastern coast of the island for over seventy miles, through rich agricultural districts, lumber mills, shipping ports and sportsmen's paradise. The Victoria and Sydney road, operating between Victoria and Sydney, have their tracks laid through the most wonderful agricultural districts in British Columbia. From Sydney a passenger boat leaves for Nanaimo, the greatest coal city on the Pacific Coast. This trip far surpasses the famed St. Lawrence and the Thousand Isles and is one of the most popular trips on the island.

In conclusion all that can be said is that Victoria, the capital of British Columbia, is one of the rare gems of natural beauty once visited never to be forgotten.



IN AND ABOUT VICTORIA, B. C.

Scene in the Public Park (Beacon Hill) The far famed gorge
A corner of the Provincial museum, showing native animals, etc.

James J. Hill's Boyhood Days

Interesting Recollections of His Earlier Days

By Cy Warman in Saturday Evening Post

The artist who pictured "Mr. James J. Hill, President of the Great Northern Railway, shoveling coal at fifty cents a day," drew from his imagination; and the reader who regards the famous railroad man as one who got his first money by rough toil has been misinformed. If the writer has not been imposed upon, Mr. Hill inherited his first few hundred, and from his boyhood his head has always helped his hands, says Cy Warman in the Saturday Evening Post.

In the first half of the past century many Hills of Scotch-English origin came from the North of Ireland and settled in the Canadian wilderness. Only two of the original Hills lived long enough to raise families. One of these had two sons, James J. and A. S. T.—"Jim" and "Alec"—and one daughter. Hovering about a rocky glen, cleft my the crystal waters of the Little Grand, sleeps the picturesque village of Rockwood—the home of the Hill boys. Although but sixty years old Rockwood has six hundred inhabitants, and deserves even more, for it is one of the quietest and most picturesque places in Canada. Moreover, it is in the heart of the Ontario turnip belt. Here the turnip is entrained and shipped in carload lots to the United States to be made into marmalade and pear preserves. One farmer, who was probably trying to be funny, informed me that the Canadian cheese which bore such a striking resemblance to the late William Nye, and which captured first prize at the Pan-American Exposition, was only an ordinary Ontario turnip chemically treated by an enterprising Yankee. A Hartford man, he said, had put whiskers on some, stuck pine needles in others and sold them for coconuts and pineapples. When I became satisfied that he was chaffing me I mounted my bicycle and wheeled out to the edge of the village where there is a vacant lot, where three half-rotted logs, a stone or two and a small heap of crumbled brick and plaster remain to mark the place where the humble home stood.

Across the rill, at the top of the hill, an old frame store-house stands. In this store "Jim" Hill worked as a clerk. That was his first job. Here he used to spend his evenings after school, weighing turnips and taking care of the books. When not in the store he did odd jobs to pay his tuition at the Rockwood Academy, for his widowed mother was poor.

Farther down the road I found a man who had been playmate and schoolmate with the Hill boys. He was an interesting man, who showed the influence of the old academy that flourished there some thirty years ago.

"The secret of Jim Hill's success," he said, repeating my question, "is Jim Hill. He had it in him, and he has hacked out his own fortune with his own little hatchet, and deserves it all. What sort of a boy was he? He was a good boy, intelligent, industrious, kind-hearted, scrupulously clean and honest. I did not know then, have never known since, and know not now a finer young fellow than James Hill was when, after making his way through the Rockwood Academy, he quit Passmore's store and walked down the road and out of the village. He may have lost some

of his lamblike meekness working his way in the wild West and later battling with the bulls and bears in the tumultuous East, but as a boy James Hill was a model."

Many quaint and interesting tales are told of "Jim" Hill around Rockwood, some possible, others impossible. Of a piece with the coal-shoveling story, though more likely, is an incident related by farmer McNabb. He claimed, until he died, that he employed young Hill to mow a meadow, the contract price being eleven dollars, and that Hill, being anxious to have new boots to wear out West, went barefooted while he mowed, and that it was this eleven dollars that carried him out of Canada. Another man was of the opinion that, all told, the President of the Great Northern had sent back to Canada about one hundred dollars for every dollar he had taken away. There is plenty of evidence that from one hundred to two hundred thousand have come back, and there is evidence also that of ready money he had not enough to rattle as he walked down the dusty road from Rockwood.

We hear of him next out on the Big Water. Here again his head helps his hands, for he is clerking on a Mississippi mudboat. Farther out and higher up there was another river without boats. Here on the Red River he established a little line of steamers, doubtless with the grub-stake he had from home. He became forwarding agent for other shippers, passed flour and bacon, tobacco and calico up into the hills, and caught the dust and pelts the prospectors and trappers sent down. A vast amount of the Hudson Bay Company's business passed through his hands, and he was in a new academy—taking his first lesson in transportation. By this time "Jim" Hill was pretty well known on this continent and in England, for you could not pass through St. Paul without seeing him, and you could not see him without hearing of the wondrous West, of the undiscovered mines in the mountains, the unplowed fields of the Red River Valley and the unknown bounding prairies of British Columbia. He talked, too, to men of means, of a poor little railroad that pointed west from St. Paul, in bankruptcy and disgrace. Mr. Hill wanted this railroad, wanted to put an end to its troubles, wanted it for the development of his new empire.

The Bank of Montreal had become the unwilling owner of a lot of steel at Joliet, Illinois. The matter was in litigation; two of the bank's representatives were in Chicago with six days to kill. They decided at once that they would not return to Montreal. Should they stay in Chicago or go out and see Jim Hill and his new country, of whom and of which they had heard through the assistant governor of the Hudson Bay country, who is now a Lord?

To decide the matter they flipped a copper. The West won, they saw it, saw the Red River Valley and the wide, wild prairies that billowed away to the north beyond the border. All the while Mr. Hill was between them talking low and earnestly, inspiring them with his honesty, his quiet enthusiasm, and his never-failing faith in the future of the Northwest.

"Twas a wonderful country he had shown them, a wonderful tale he had told them, and he brought them out panting for the West as the hart panteth for the waterbrook.

One of the bank officials journeyed to Holland, told what he had seen and heard, and urged the Dutch bondholders to find a few more pennings to reclaim the little railroad and extend it still farther into that wonderful new world that lay asleep on the eastern slope of the Rockies.

"Nein," said the Dutchman, and his voice shook the side walls of his house of gold. "We will sell our bonds to the Bank of Montreal."

"But we have not the money necessary for the extension; besides, it will take six months to secure the legislation needed to allow of the continuation of the road."

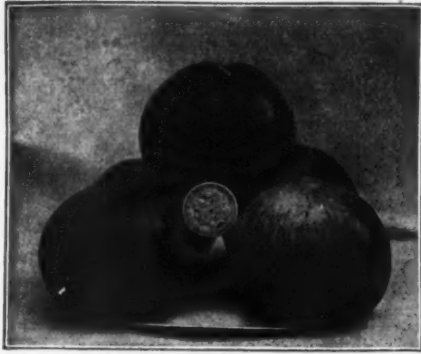
"Take a year," said the Hollander, looking over the gold rim of his glasses, "and you can have our bonds at so much on the dollar."

The Canadian staggered, gripped the mahogany and nodded, meaning that the offer would be accepted.

Now, the Montreal people needed a man who looked like a Methodist minister, but wasn't, to work among the Minnesota legislators, and Jim Hill was at hand.

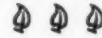
During that winter Mr. Hill fell in with a young man (who has since been as successful, and made as much mileage if not so much money as he himself has made) on a like mission, but whose business and desires lay rather to the Southwest, and the two became friends and allies. Mr. Hill talked soft and low to the fellows from far away while his friend talked fast and fluently to the town boys, making on the backs of envelopes lightning sketches of things to be, and wonderful word pictures of unpeopled provinces still asleep in their virgin beauty in the boundless West. He joked them and jollied them, stayed awake and walked with them to the forks of the road where they met and mingled with the far-aways, when they all filed in and voted—voted better than they knew, gave a few acres of wilderness away to men who, in return, gave to the world a new empire.

Mr. Hill has had luck, but he did not sit down in the little glen at Rockwood and wait for it—he went after it, and who shall say he has not deserved success! I know not how the other fared with his people, the young man who talked fast and fluently to the town boys—but when these Montreal men met to cut up the caribou which all had helped to capture, they gave a hind-quarter to Hill, and from that moment he was a millionaire. Yes, he had made a million dollars in a few years, but he has done much more for the West and for the World, and is still up and doing. He has taken a little wrecked and bankrupt road and stretched it across the biggest and best half of the continent, and made it possible for you to cross this once wild West in luxury, with your library, bath and barber at hand. You know from what you have seen and heard and read that all this, if not actually created, was helped and hastened and brought about by the pluck and patience of "Jim" Hill!



Fruit Raising in Washington

Wonderful Possibilities in
Fruit Culture



From the bluff of the Columbia River, the "Preserver of His Country," looks down upon a valley which is rapidly becoming world famous for its luscious fruits. This is the Wenatchee Valley, so named after the Wenatchee tribe of Indians. At the Pan-American Exposition at Buffalo, this valley received fourteen gold medals and diplomas for the excellence of its fruit. Every effect has its cause, and the cause of the Wenatchee Valley's productiveness is not hard to find. It is a combination of wonderfully rich soil, sunny climate, protected location, and abundant water supply. These, aided by faithful and intelligent labor on the part of the settlers, have secured results beyond rival.

By nature, the lands of the Wenatchee Valley are arid. The total annual rain and snow-fall do not exceed nine or ten inches of rainfall per year. To provide moisture for plants, irrigation is practiced. This is accomplished by diverting the waters from streams and rivers into ditches

and canals. From these ditches and canals the water is distributed by smaller ditches, called "laterals," to the various fields, where it is spread out upon the land, sometimes by flooding entire fields at a time, but more generally by running tiny streams between the planted rows of fruit trees and garden stuff.

As a consequence of these conditions the Wenatchee Valley is occupied by small farms, whose proprietors are now conducting agricultural operations in a very careful manner—making the very most out of the soil they till. One sees here the effects of capital, as it works side by side with the farmers to make a garden out of a sage brush desert, bear remarkable fruit. In this valley you see the development of agriculture in its highest form—what might be termed intensive farming.

To one who has not seen it with his own eyes, the productiveness of these small farms is past belief. One example can show more than a page of explanation in

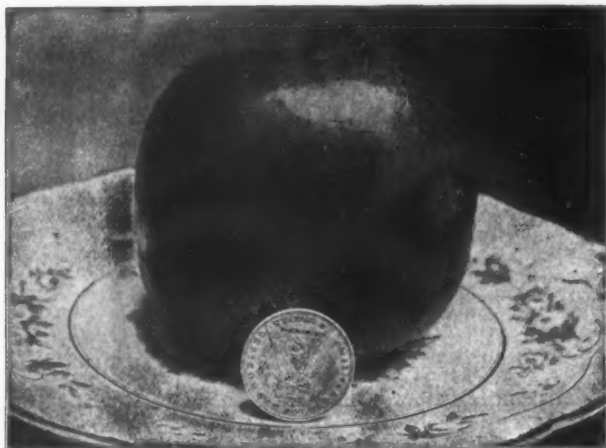
this respect. John P. Rupp has a place whose area is just a little less than four acres. Of that a little more than two acres are in bearing orchard. From this acreage two years ago John P. Rupp received more than \$1,100 for the fruit raised. He made more than \$400 the same year from his chickens. He also sold garden truck. During the past summer of 1902, he sold, prior to August 1st, over \$900 worth of fruit and produce, and probably sold over \$1,000 more before the season ended. Now this one fact shows why the Wenatchee Valley is a district of small farms. John P. Rupp is one example. There are many like him in this valley. It is a section where you can, when you drive through it, see \$2,000 residences on five-acre tracts, and the owners of these residences made the money with which they built them from the land on which they stand. These statements are conservative and far within the margin of facts.

The roads of the valley from Mission



AN EXHIBIT OF WASHINGTON FRUIT

The wonderful productiveness of the soil of Washington is especially adaptable to the raising of all kinds of small fruits



WHERE DOLLARS GROW ON TREES.
The Wenatchee Valley. Attention is called to the comparative size of apple and silver dollar.

down to Wenatchee are being materially improved. The rock from the cliffs of the foothills along the valley's edge shales off and makes in its natural state a most excellent macadam. This is now being used for a roadbed. Shade trees are being planted along these roads, and the county has allowed the owners to include these trees and their parking strip in their fences. Thus they are protected and are rapidly maturing to a point where they will in a short time materially add to the beauty of the landscape and the value of the land.

What men have done tells more of a section than any description. A few examples of what farmers have done in the Wenatchee Valley are here given:

A. R. Smith is one of the newcomers. Here is his story as told to a visitor at his place within a mile of the town:

"This," said he, "is a country where a man must work. No lazy man can do anything here. He must get up early in the morning. And there are times when he cannot go to bed until late at night. He can do well if he does that, and if he uses judgment.

"I came here from Audubon County, Iowa. How did I come to leave that country? I wanted better farming and I wanted good schools for my children. I wanted a healthy country. So I left Audubon County. I had friends in the West. I first went to Canada, to Alberta. I stayed there five weeks. The schools were not good. I did not like the people. I was not satisfied. I asked the young man who came with us whether he wanted to leave. He said, 'Just as soon as you are ready to get out.' And I was ready. We got a car the next day and started. We put our horses and all our machinery aboard as well as our household effects. We came right to Wenatchee. Then I went to other sections of the state of which my wife had heard. I looked at them. I came back to Wenatchee. I bought this place and we have stayed here ever since.

"That was a year and a half ago. Since that time our doctor bills for a large family have amounted in all to \$5. The place has ten acres. The orchard is now three years old. It is just beginning to bear. You can see for yourselves what it is doing. I have some three-year-old trees which are bearing more pears than I ever saw in my life on trees of their size.

"I have made a good living. You see I have another orchard, set out a year ago. From the garden I have made money. The land pays very high to the acre. But

you must tend it, and you must tend it carefully."

The Wenatchee Valley contains about 50,000 acres of irrigable land, of which



PICKING STRAWBERRIES IN A WASHINGTON PATCH

5,000 acres or less are as yet in actual cultivation. During the latter nineties Arthur Gunn started an irrigation ditch in the valley. About four years ago Mr. James J. Hill took hold of the project and aided it. Before that time some of the farmers had built what was known as the "Settlers' Ditch." During the past year the Jones-Shotwell ditch was completed, covering several hundred acres in the valley. These projects have transformed several hundred acres of this sage-covered plain. Where their waters were led out and spread over the land sprang up dark green patches of alfalfa, fruitful orchards, rich gardens and melon patches, whose products lay spread in thick groups of great green or yellow globes. And so richly did the land yield that it paid no man to attend to more than ten acres. That amount would yield him a good living and make him good money.

And so, low-lying portions of the Wenatchee Valley became covered with small plots of highly cultivated land. To drive out along one of these sections is like driving along a suburban street, so thick are the houses and so well-made. The high-

ways in these places are lined with five and ten-acre gardens and orchards.

Then the East came to know of this valley. The statements with which the farmers of other sections were notified of what was happening in the Wenatchee Valley were accompanied with photographs, and the result was surprising. With the beginning of the homeseekers' movement they came to this section, and they have kept coming ever since. The trouble heretofore has been not to find buyers, but to find land. The tracts have been sold and resold, steadily advancing in price. And many went away because they could find nothing.

Now this is a thing of the past. There was plenty of water. There were thousands of acres of land on which to put it. It only remained to bring the water to this land. The Wenatchee Canal Company, originally projected by Arthur Gunn, was taken up by W. T. Clark, of North Yakima and the Clise Investment Company of Seattle. It started a new enterprise. This is the high-line—so called because it is built along the hills above the entire valley. It is an expensive piece of engineering. It will cost, when completed, about \$175,000. It includes a tunnel 800 feet long. There are several pieces of heavy fluming. The ditch gets its water twenty miles above the town. It includes twenty-eight miles of main and lateral ditches. It covers all the valley for that twenty miles. It will mean an unlimited supply of water when its gates are opened. It will be completed in the near future, and then land will be put on sale in the same tracts to the aggregate of many thousand acres.

Bee culture is beginning to come into the valley. The alfalfa and the white clover have brought it. Both Italians and hybrids have been introduced, and most farmers now have a few swarms on stands beneath the trees in their orchards. Chickens are another money-maker, and several farmers have materially added to their income by these and other poultry fowls. Milch cows are coming in, and good road stock is being introduced in horses. These latter two things are just in their beginning in the valley. They were materially induced by the Wenatchee fairs. The first of these was held last summer, and in spite of the fact that the association put up the buildings and graded the track on short notice, the fair left a profit after all premiums had been paid.



A PROLIFIC YIELD
One limb bearing eighteen perfect apples

Tree Growing in Nebraska

A Visit to the Government Forest Reserves

By Dr. Chas. E. Bessey in Forestry and Irrigation

I was fortunate enough not long ago to receive an invitation from the officers of the Bureau of Forestry to visit one of the forest reserves in Nebraska. As is now generally known, two considerable tracts of land in Nebraska were set aside last spring by President Roosevelt for forest purposes. One of these is in Thomas county and extends from the Dismal River on the south to the middle Loup River on the north. This one contains about 86,000 acres, and is called the "Dismal River Forest Reserve." The other reserve is in Cherry county, and extends from the Niobrara River on the north to the Snake River on the south. It contains about 126,000 acres, and bears the name of the "Niobrara Forest Reserve." There are then about 212,000 acres of land in these two reserves—an area equal to about nine townships, or say about half of an ordinary county in Eastern Nebraska. On both reserves there are some native trees growing along the rivers, but for the most part the country is a great rolling surface of sand-hills. In fact, it was the purpose of the Bureau of Forestry, as far as possible, to select only sand-hill land for these reserves.

Ten or eleven years ago the Bureau of Forestry made an experimental planting in the sand-hills of Holt county, and today the pine trees in that plot of ground are from sixteen to eighteen feet high, and growing vigorously. In fact, these pines have grown faster than similar ones planted at about the same time at Lincoln. The result of this experiment has been another of the surprises that the sand-hill country is in the habit of making from time to time. Few people had faith in the ability of the sand-hills to grow pines, but no one who has seen this experiment now doubts that it is possible to make trees of this kind grow well in the hills. One good experiment like this is worth a great deal of theorizing.

The Dismal River Reserve is triangular in general outline, its western border running south along section lines from near Thedford to the Dismal River, where the line turns at a right angle and runs east for nearly twenty miles, following the general course of the river. It then zigzags northwest, following the section lines along the middle Loup River to the starting point near Thedford.

The village of Halsey, about midway on the diagonal side, has been taken as the point near which to begin work. At this place I was met by Mr. Miller, who is in immediate charge of the work. We mounted our horses, and first fording the river rode to the camp, two miles away, at the foot of a bluff. Here there were several tents, a cooking outfit, teams, wagons, tools, etc., and half a dozen men. The latter were young fellows, all college graduates, who have entered the Bureau of Forestry after completing a course of scientific training.

We soon started out for a preliminary survey of the premises, stopping first at the nursery site. Here the ground has been cleared and plowed and workmen were engaged in putting in the posts for the inclosure. A thicket of trees and shrubs near by receives a good deal of attention, since here in the space of a

few rods no less than twenty-four different species of woody plants are growing naturally. This is in itself an indication of the favorable location of the nursery. We then scrambled up the bluff, past indications of a couple of strong springs which are waiting to be opened for the use of the workmen. On the bluff we found that some trees have grown to the very top. Most of them have been cut by settlers, who paid no attention to the fact that they were the property of the government. There is evidence that some of the red cedar trees were nearly two feet in thickness. There are now small red cedars on the hillsides where they make a thrifty growth. On the bottom land close to the river we found a thicket of shrubs growing as rampantly as in New England. Here, too, we found a rank growth of ferns. In fact, I do not recollect to have seen a greater mass of ferns anywhere in Nebraska.

After dinner in camp we got into a light buggy, behind a span of government mules, and drove directly into the sand-hills. We followed no road or trail. In fact, there were none to follow. The surface is very irregular and broken, and the drive was one of the roughest I have ever taken. We drove for many miles over the hills and through the valleys. At every point the question was asked whether trees will grow or not. It is noticed that although the hills are of sand alone, there is an abundance of moisture a short distance below the surface. Even in the "blowouts," where the bare sand is so dry that it blows constantly, we had to dig not more than three or four inches in order to find sand so moist as to be easily squeezed into "forms" in the hand. Every grower of plants knows that such soil is moist enough to grow trees. Here and there we found clumps of hackberry trees, and in nearly every valley there are plum or cherry thickets. All over the hills we found innumerable low shrubs of the sand cherry, prairie willow, and red root.

After a drive of fifteen miles we came to the river again and rode rapidly to Thedford, for the evening was cold, and, besides, we were very hungry.

Next morning we started early and drove southward along the western boundary of the reserve, following the traveled road. Here the surface is more closely sodded and the settlers are making hay from the rich grasses which cover the surface. We drove into the reserve at a couple of points and found the sod more open and better adapted for tree planting. The hills here are in distinct ranges with broad valleys between. We crossed the hills through passes, and then wound across the undulating valley. Here there were thousands of cattle and we realized that we were in the region of the great cattle ranges.

At noon we reached the Dismal River, which we forded in our search for a convenient place for our noon camp. We found a spring, at which we satisfied a prodigious thirst, and ate our luncheon, while Uncle Sam's mules were assimilating corn. We climbed the bluffs on the south side of the river and got a view such as is seldom seen in Nebraska. Be-

low us two hundred or more feet is the Dismal River, bordered with veritable marshes; westward we looked up the river, bordered for the whole distance with marshes like those nearby; eastward the picture is of a valley with bordering hills, while through it meanders the marshy river; northward are the sand-hills, ridge on ridge, stretching away as far as the eye can reach. Thousands of cattle could be seen taking their slow course toward the river for water. It was a peaceful sight, but it is strange in this, that no human habitations are to be seen. One could easily imagine himself in a country not yet inhabited by man.

Shortly after one o'clock we were again under way. We forded the river again and drove for miles down its beautiful valley. We noted the strong growth of trees on the river bottom and the bordering hillsides. Here again the red cedars are to be seen growing vigorously, and here also the large trees have long since been cut and taken away. We forded again a few miles down the river and noticed that the volume of water had perceptibly increased. These rivers of the "Loup system" are the most remarkable in North America, if not in the whole world. They flow from a sand-hill country which has a dry surface and a limited rainfall. They have few tributaries, and in some cases none at all for a great many miles. They never run dry, and they never rise or have "freshets." If one gauges a stream like the Middle Loup or the Dismal at some point, and then goes down fifty miles or so, he will find that there is more water in it, even though it has received no tributaries in that distance. What is the secret of the Loup rivers? They are spring-fed streams. They receive practically no surface water. All the rain that falls in the sand-hills is absorbed by the porous soil and allowed to trickle down slowly to the lower and less pervious layers, where it appears in the form of numberless springs. This is the secret of the steady flow of the Loup rivers, of which the Dismal is perhaps the most remarkable.

Down the river we went, at last obliged to leave the valley and drive over the bordering low hills. We kept along the southern edge of the reserve for its whole distance and at last passed its southeast corner. It was now late in the afternoon, and we were tired and hungry. We drove rapidly now, and by seven o'clock came to the village of Dunning, where we found food and lodging. Here our present study of the Dismal River Forest Reserve ended.

I promise myself the pleasure of another visit to this reserve within a year or two, after some of the work which has been projected has been done. I would suggest, also, that this reserve should be visited by the many Nebraskans who are actively interested in the work of tree planting. It is to be the greatest undertaking in the tree planting line that was ever attempted in this country. On this account it is worth visiting, if on no other.

Legitimate Railroad Undertakings

The Great Factor of the Nation's Wealth

By T. R. Hardiman

The article in your November issue entitled, "The Minnesota Farmer, and His Future. What can be Accomplished by Co-operation," elicited a "Note of Admiration," from myself to the lecturer, as it is to the strenuous life of such men I attribute the vast strides made. The immensity of territory,—which a few years since was terrorized by the redskins, buffaloes and prairie fires,—reclaimed from such primeval conditions to become the homes of a happy and prosperous people. The great factors in the nation's wealth, who have won from the virgin soil, by their industry—the fullness thereof—and whether it be the harvesting of the Golden Grain, the raising of cattle, the mining of metals, or other natural, economic conditions which build up a nation, and place her in the forefront of civilization,—we must credit the cause from the effect.

Certain it is that men of the calibre,—the broad grasp,—of the lecturer, may be unconsciously it's true—political economists of a high order, and still be pursuing a policy consistent with the success of an immense railway system, which involves the outlay of millions, and has to entice settlement after it, through and over the greater portion of its route.

It may be intuitively men know the nature and source of the nation's wealth, towards which railways are the means to the end and without which development and advance would be materially retarded, so that the wealth of any nation,—which must be first drawn from mother earth,—is affected in the same ratio as they, or the want of them exists. Quesnay, the celebrated French political economist, says:

"Let the nation never forget that the earth is the sole source of wealth, and that it is agriculture which augments it, for the increase of wealth assures that of population, men and wealth make agriculture prosper, extend commerce, animate industry, add to and perpetuate wealth. On this abundant source depends the success of every part of the Government of the nation." Another economist, Sir Dudley Smith, says: "The people have only the fruits of the earth, and the metals raised from the bowels thereof to trade with, so that the active and prudent nation groweth rich, and the sluggish drones grow poor, and there cannot be any other policy than this practiced which shall avail to increase trade and riches." It is therefore a recognized axiom of political economists, that the land is the source of the wealth of every nation, and without its utilization, cultivation and development of nations can not increase either in population or wealth, nor arrive at that standard of excellence or prosperity which our civilization demands.

It must not be inferred that this is an apology for railway or land grabbing organizations, whose charters are secured solely for the purpose of "marketing." These are horses of another color, generally of a most vicious character and influence.

Legitimate undertakings along lines which while they enrich those organizing, and whose construction is a benefit to labor, settle the country, build up industries and add to the revenue of the State,—such cannot do otherwise than scatter blessings around,—hence are

worthy of the highest consideration.

Situated in the happy hunting ground of "charter mongers" must be my excuse for the expression of my appreciation of the men and the system, which exist south of us, and accounts for progression on the one side—the want of it on the other. As a resident of British Columbia for the past fifteen years, I must say "enterprise" is conspicuous by its absence. The natives do not think it a virtue worth cultivating, and although conditions are equally favorable on this side, to a vigorous railway policy, and where, under the circumstances there is an excuse for State proprietorship—the statesmen are wanting as exponents of such political economy. Hence instead of ranking as the foremost Province in the Dominion of Canada, which were it not for retarding factors, we should do, the people being the laggards in the race, and insufficiently sturdy to help themselves, we are, comparatively, undeveloped.

In the United States the heads of the transportation corporations show great executive and administrative ability—none more so than the lecturer to whom I have referred. Being as a rule progressive and quick to grasp the economic value of a given territory, and the advantage of being the first to open up, and assist the development of resources. Of course this means business success to the carriers, and increased revenue to the State. The acumen displayed in the advance of railway matters in the United States entitles them to the greatest consideration, and their value to the country in which their labors are conducted cannot be overestimated.

A Railway's Race Against Time

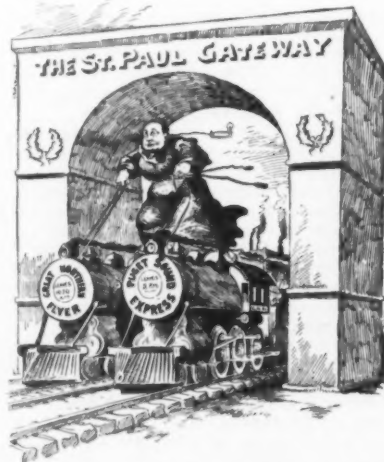
From the days of the "prairie schooner" to the present time of elegantly vested palace coaches is not such a far reach in the epoch of transportation advancement, and yet in these few short years there has been a wonderful evolution. From the time of the old-fashioned hard-seated coaches and imperfect engines, which consumed endless days, seemingly, to the weary traveler, to make the journey from the Twin Cities to the Coast, to the present luxuriously equipped trains which whirl the traveler to his destination in a comparatively few hours, is an evidence of the material progress which the railroads of the country have made in every way; as regards equipment; as to time; and as to service. To materially lessen the time between the Twin Cities and the Pacific Coast and at the same time furnish the traveler with every comfort and convenience has always been the aim of the Great Northern railway, and this has culminated in the superbly equipped, time-saving double train service which was inaugurated by this popular system on March 1st.

Train No. 1 is styled the "Flyer" and leaves St. Paul at 10:30 a. m., running via St. Cloud, Fargo, and Grand Forks, arriving at Spokane at 7:00 a. m.; Everett, 6:30 p. m., and Seattle, 8:00 p. m.

Train No. 3, the new train, known as the "Puget Sound Express," will leave St. Paul at 5:00 p. m., running via Willmar, Casselton, and Mayville, arriving at Great Falls at 4:50 a. m.; Helena, 8:00 a. m.; An-

conda, 2:15 p. m.; Spokane, 9:40 p. m.; Everett, 7:30 a. m.; and Seattle at 9:00 a. m.

Train No. 2, the east-bound "Flyer" will



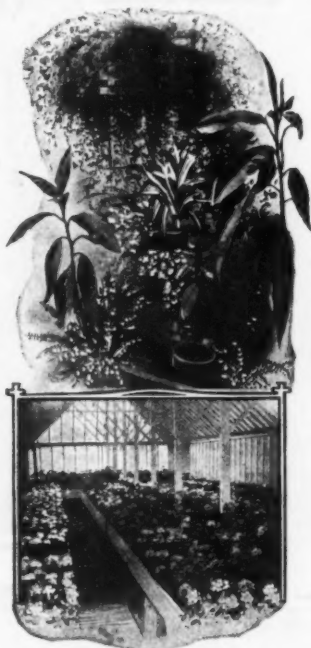
leave Seattle at 8:30 a. m.; Everett, 10:00 a. m.; and Spokane at 9:40 p. m., arriving in St. Paul at 10:40 p. m. of the third day, which makes only two nights on the journey between the Coast and St. Paul, three nights to Chicago, and four to New York.

Train No. 4, the "Eastern Express," leaves Seattle at 7:30 p. m., arriving at Minneapolis at 2:15 p. m., and St. Paul 2:45 p. m. of the third day. This train will run via Mayville, Casselton and Willmar.

The make-up of this double train service will be first-class and modern in every particular. New palace sleepers, new tourist sleepers, new dining cars and new day coaches lighted throughout by acetylene gas and heated by steam, wide vestibules and containing every modern convenience and comfort. These trains will be run solid from St. Paul and Minneapolis to Seattle and leave nothing to be wanted by all who travel via the popular route (The Great Northern).

The "Flyer" will not only be the fastest train in the Northwest, but will furnish the traveling public the opportunity of the daylight ride through the Rocky and the Cascade mountains whether journeying to or from the Coast. The delight in witnessing the grandest scenery in the United States and that while comfortably ensconced upon one of these regal trains is a boon that will be eagerly sought by all who make the Coast trip.

Thus once more the time between the East and the West has been lessened and another epoch marked in the advancement of railroad progress. It is meet that this should take place in the Northwest and that the Great Northern railway should pave the way in lessening time and offering greater convenience and comfort.



IN THE HOT HOUSES
The beautiful display of flowers
is a delight to visitors

Southward from the Eternal City
stretches across the Roman Campagna

The Columbia Gardens

The Beautiful Public Park of
Butte, Montana

one of the most interesting thoroughfares in the world. It is the Appian Way. This great military highway was constructed, so it is reported, 212 years before Christ; and here it was that St. Paul first saw the Eternal City as he came to preach the religion which was to supersede the faith which then prevailed, and ultimately made Rome the central city of Christianity.

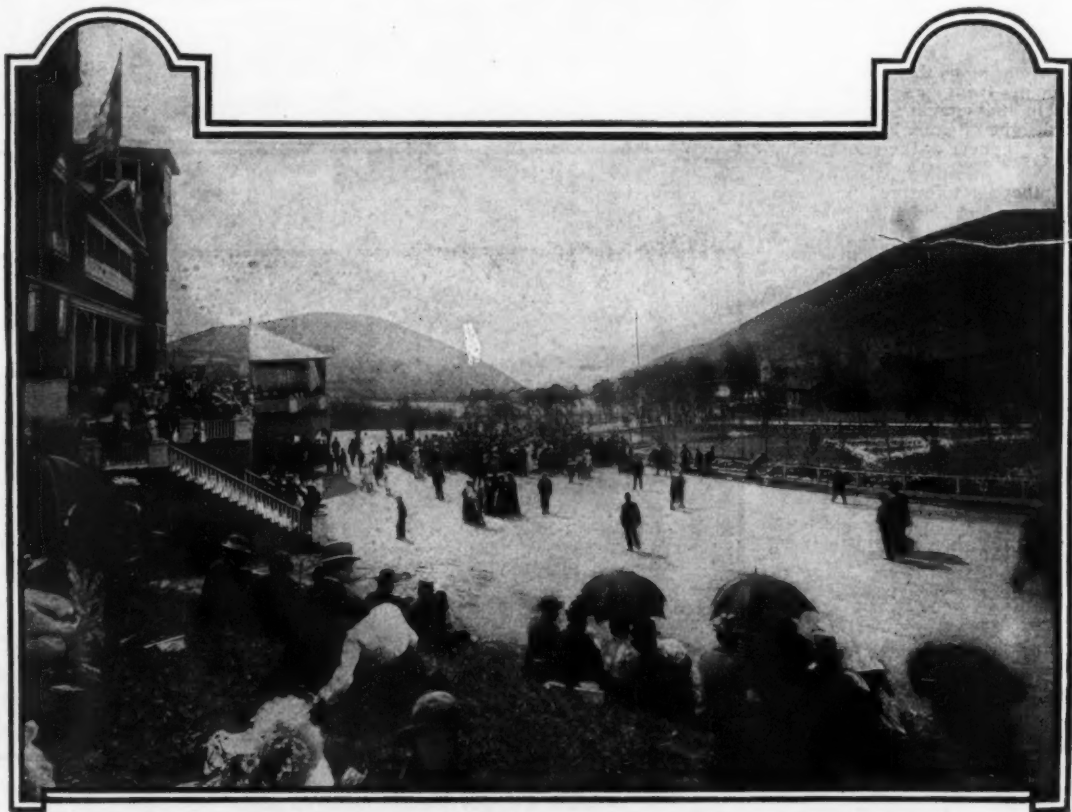
The Appian Way is among the thousand central points which have made Rome famous. The traveler becomes dazed with the never-ending stream of bewildering sights, and he finally longs for just one day of "monotonous home."

Once home and amid its charming environs, the thirst for novelty, adventure and travel again returns, and then a day away from home is again enjoyed. Butte has thousands of inhabitants who never indulged in foreign travel. They have always lived at home and enjoyed the pleas-

ure found in the routine of duty. They have spent all their days and have become reconciled to the fate which begrudges even one day's pleasure.

But Butte has an Appian Way. It is the double track street railway which leads to the Columbia Gardens. St. Paul never traveled over that road, but many of his followers have. It has taken the place of many a desire to visit foreign places, and been the magnet which drew Butte's inhabitants thither.

It is due to the efforts of Senator W. A. Clark that the people of Butte enjoy the advantages of Columbia Gardens, and who went to Mr. J. R. Wharton, manager of the street railway system, and suggested that a public playground or picnic park be established. Mr. Wharton's reply embodied the possibilities Columbia Gardens afforded. The result was the purchase of the grounds and the enlargement, improvement and new buildings which have



ENJOYING THE BEAUTIES OF THE DAY AND LISTENING TO THE FAMOUS BOSTON AND MONTANA BAND

made these gardens the peer of any in the country.

There are thousands and thousands who will testify to the charm and beauty of the place. Up in the lounging or picnic part of the gardens is a forest of trees, which is threaded with winding paths. Here and there are rustic benches for the weary. One of the inspiring sights is that afforded on a Sunday afternoon in front of the main pavilion. This building is a typical garden house, modern in architecture and beautiful in poise and design. In front is a band stand, surrounded by a seemingly clinging mass of humanity. The band strikes the music which stirs the pulse and makes one feel good-natured with the world. But there is one spot in the gardens which the families of Butte claim as their own, and the management accord them all the privileges of the place, and that is the great picnic grove; this part of the grounds has been enlarged, and is one of the most beautiful spots in the entire gardens.

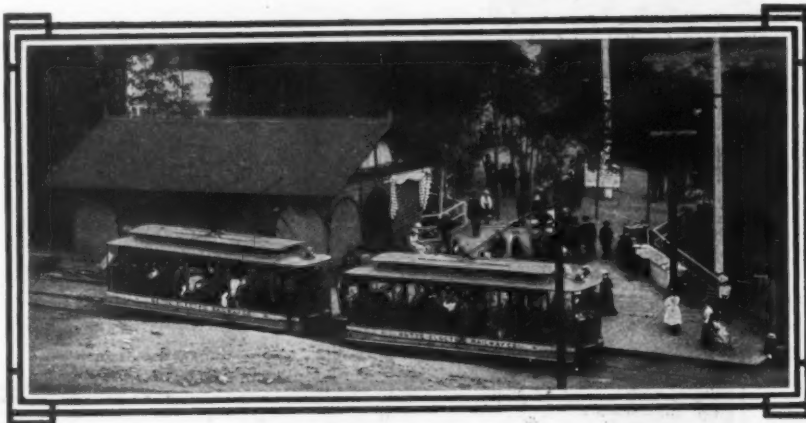
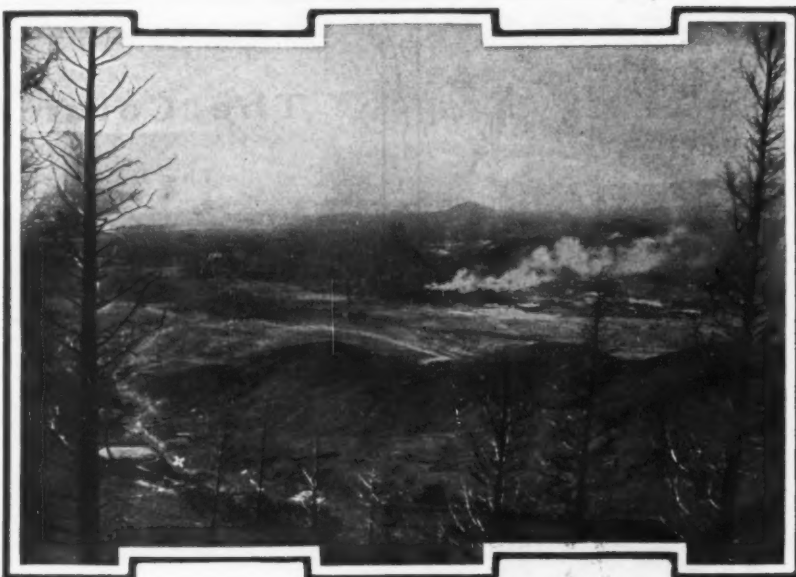
The "Zoo" contains a large collection of animals, which are a never ceasing point of interest to visitors. In the center of the grounds is the fish fountain, a charm in itself. Passing on, the paths diverge, one leading to the hillside flower beds, the other to the playground. Here are the swings, the merry-go-rounds, and the many other devices for the amusement of children.

Below the pavilion is the lake, and into this lake the chutes extend. Now leaving the gardens with their multiplied attractions, one is led to climb the mountain's magnificent heights. At every step along the tedious, yet delightful, ascent, revelations come to the eye. One has but to look back to see sights which repay him for the trip. All along the route are miniature dells or benches. Near the top are cool springs, and here the weary but delighted traveler stops to drink the pure water that comes from some subterranean reservoir. On the summit are many great rocks, the delight of scaling them being repaid by the grandeur of the scenery witnessed.

All in all there are features possessed by Columbia Gardens which surpass immeasurably that of any similar park in the country, and it would take much more space than could be devoted to it in one article to give an adequate idea of the beauties and the many pleasant entertainment features. This year will witness many splendid improvements in the gardens, and it has been the aim of the promoters to add every year to the attractiveness of the place. There is nothing too good to get. The people are always considered, and there likes and dislikes heeded. It has always been a noticeable fact in connection with the management that the utmost politeness and the desire to please has been the chief aim on the part of those employed.

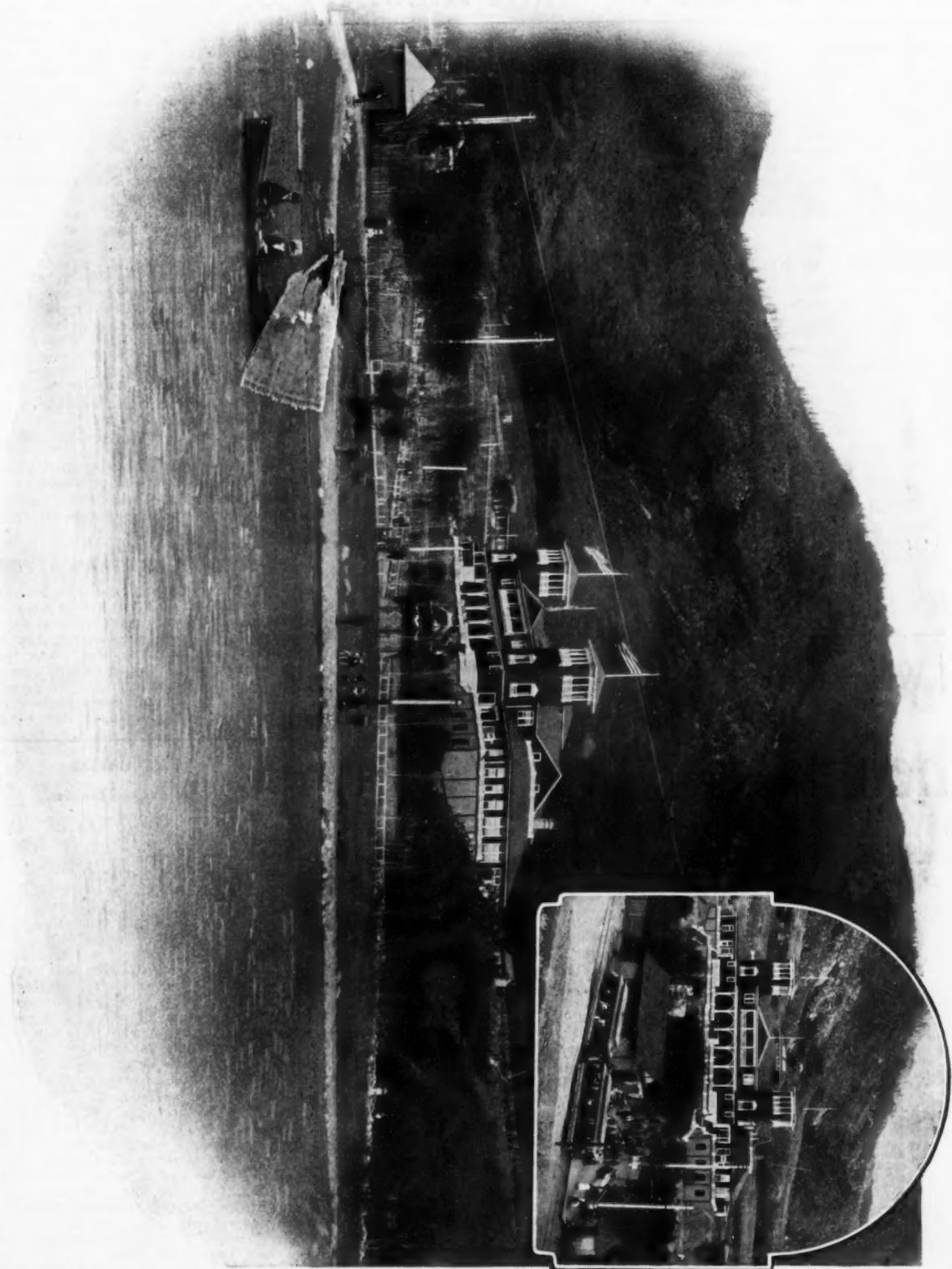
It is a most gratifying record that the few short years since 1899 (when the gardens were started under the present management) have made, and won that the people of Butte are naturally proud of.

To date the improvements at the gardens represent an expenditure of more than \$125,000, surely a magnificent contribution to the citizens of Butte by the zealous promoters. The visitor to Butte must not overlook this famous resort, and a visit will fully repay, as well as leave a pleasant and lasting impression.



1. Looking at Butte from the heights back of the gardens 2. Depot at the gardens
2. Another view of Butte from the gardens

THE COLUMBIA GARDENS, BUTTE, MONTANA



The Columbia Gardens is one of the loveliest parks to be found anywhere in the United States. With its numerous attractions it offers to the pleasure-seeker every variety of out-of-door attraction that an inland city can permit of

OF INTEREST TO FARMERS

In, Around and About the Western Farmsteads

THE POOREST FARM CROP

Is it not true that the farmer does the poorest business in his line when he plants a crop of politics ahead of the season? The man who asks you to break ground for his crop is the lineal descendant of the fellow that made little Ben Franklin grind his ax by talking soft nothings to him till the job was done, and then kicking him away to get rid of payment. When the child grew into a man he told us to beware of all the kind.

SUGAR BEETS IN NEBRASKA

A farmer in Southwestern Nebraska writes that the yield of sugar beets in his neighborhood this year will be from fifteen to twenty-five tons an acre, according to care given, and that the contract price, delivered, is \$4.25 a ton. He adds that there are ten-acre patches of land whose crop of sugar beets this season will pay for 160 acres of good land. As this farmer has been a tiller of the soil fifty years, he is not likely to err in his estimate of the value of a crop.

CORN AS CALF FEED

The writer is of the opinion that shelled corn is the best feed for calves while they are fed skimmed milk. Why? Because skim milk, and particularly separated milk, is a flesh forming food, and out of balance because it has too much of the flesh

forming element. The cheapest balance for this is corn, which has too much of the carbo-hydrates or heat and force making elements for a calf. These two will balance each other. It would be a mistake, however, to feed calves on corn altogether after they are weaned. Oats in itself is about a balanced ration. Farmers can afford to feed plenty of bleached oats this winter because they are cheap.

COSTLY CARELESSNESS

Farmers will pay for their machinery in the future if they have not in the past; and about the only thing they can do to head off the trusts, is to take the very best possible care of every piece of machinery on the farm. It is a well-known fact that neglect to properly paint, oil, tighten up burs and screws, the short time machinery is in actual use, and exposing it to sun, wind and rain when not being used, does more to use up machinery than all the wear of actual service. In other words, one half less expense for machinery will generally do if from the start it is carefully cared for, kept oiled, painted and housed.

TO THE RESCUE

It seems that in Michigan our lady friends are being called to account for wearing birds, which it is not lawful to kill, in their hats. Game Warden De Bell, of the upper peninsula, is spreading consternation in the ranks of bird wearing women, and milliners throughout his jurisdiction, and fishermen and hunters are not the only ones who are poring over the game laws of that state.

This is as it should be—civilization should suppress this revolting habit or fashion if humanity cannot. We cannot believe that girls and women stop to think an instant, or they would not deliberately encourage and advertise this barbarous practice. Good taste certainly forbids it, if nothing else.

FEEDING THE DAIRY COW

Few people realize the fact that the cow when giving milk is one of the hardest worked animals on the farm, and should be fed and cared for accordingly. She is changing feed into milk and butter fat, and every ounce of either of these is produced at the expense of energy. The steer when on full feed will give a return of about two pounds of gain a day. The cow will give more than two pounds of butter fat and solids in the milk a day if she be a good one. Don't expect the cow to do more than the steer can do. He makes the gain because he is fed for gain. The cow should be fed for the same purpose—gain. The difference between the cow and the steer is that the steer gives his return by laying on fat; the cow gives hers in the milk pail. Both have to have feed to do it.

BEEF AND MILK

In his talk before the Illinois live stock breeders, Prof. Curtis said:

"There is no demand to counsel against milk production, but there is danger in carrying the beef points of the beef points of the beef breeds at the expense of the

milk quality. The time is already here when it will not pay the farmer to attempt to maintain a cow purely for the calf she will produce. It is necessary that the milk function should be developed. There are a good many cows that cannot produce and grow a first-rate calf. This is particularly true of the cow that produces the average calf. It is a question with many farmers if they had not better own the cow that nurses the calf of another cow rather than the choice cow herself. In Scotland I found a herd of cattle where the owner refused to keep a cow that could not suckle and raise at least two and possibly three calves in one year. Where you have your milk production raised to the highest degree you have proportionately increased the fecundity of the animal. The cow that gives a good flow of milk will put flesh on in the most even manner, and be less inclined to patchiness. In selecting a car lot of steers for the block in competition that is of the highest quality, I would prefer that every one should be from a cow of good milk production. It is wrong to contend that in order to have the best quality in beef that the udder must be reduced. The cow that can combine milk and beef is undoubtedly the best for the farms of Illinois, and the condition toward which the farming condition of Illinois is gradually working."

"How would you feed skim-milk?" was asked.

"I would use the separator and return the milk to the calves as soon as possible before the animal heat is lost. It will be well if other feed is given to offset the value of the fat lost."

FLAX AND FLAX STRAW AS FODDER

Enormous quantities of flax was caught in the Dakotas last fall by the early frosts, and much of it was cut and stacked for hay. While we were among the North Dakota institutes, we met many farmers who said their stock was doing splendidly on this flax straw or hay. We do not recall hearing a single one complain of any bad effects from feeding it, but we would

FAT BABIES

Are Famous Sleepers

The saying, "Sleepy as a fat baby" expresses a good deal, for fat babies are famous little fellows to sleep. What a contrast is their refreshing rest to the pitching and tossing of a sleepless coffee drinker. A good elder of Springfield, Ill., found a way to bring refreshing sleep in place of insomnia. "Until three years ago," he says, "for 15 years I was troubled with a throbbing in my stomach, was very nervous, kidneys out of order, troubled with severe headaches and dreadful insomnia."

"After trying all sorts of remedies I came to the conclusion that my troubles were the result of drinking coffee, and seeing an article in the paper about Postum I determined to try it. So I quit coffee and took on Postum. It agreed with me from the first cup. At first I drank it diluted, then pure. I relished it too and to my great joy I was soon free from stomach trouble, nervousness all gone and head clear and instead of being wakeful for half the night I sleep like a fat baby and get up in the morning refreshed. This I owe to having quit coffee and taken to drinking Postum." Name furnished by Postum Co., Battle Creek, Mich.

Nothing marvelous about it but there is a reason. If healthy sound sleep is worth anything to you drop coffee and give Postum a short trial—say ten days. That will tell the tale.

I Will Cure You of Rheumatism

Else No Money Is Wanted.

An honest person who suffers from Rheumatism is welcome to this offer.

I am a specialist in Rheumatism, and have treated more cases than any other physician, I think. For 16 years I made 2,000 experiments with different drugs, testing all known remedies while searching the world for something better. Nine years ago I found a costly chemical in Germany, which, with my previous discoveries, gives me a certain cure.

I don't mean that it can turn bony joints into flesh again; but it can cure the disease at any stage, completely and forever. I have done it fully 100,000 times. I know this so well that I will furnish my remedy on trial. Simply write me a postal for my book on Rheumatism, and I will mail you an order on your druggist for six bottles Dr. Shoop's Rheumatic Cure. Take it for a month at my risk. If it succeeds, the cost is only \$5.50. If it fails, I will pay the druggist myself—and your mere word shall decide it.

I mean that exactly. If you say the results are not what I claim, I don't expect a penny from you.

I have no samples. Any mere sample that can affect chronic Rheumatism must be drugged to the verge of danger. I use no such drugs, and it is folly to take them. You must get the disease out of the blood.

My remedy does that even in the most difficult, obstinate cases. It has cured the oldest cases that I ever met. And in all my experience—in all my 2,000 tests—I never found another remedy that would cure one chronic case in ten.

Write me and I will send you the order. Try my remedy for a month, as it can't harm you anyway. If it fails it is free.

Address Dr. Shoop, Box 459, Racine, Wis. Mild cases, not chronic, are often cured by one or two bottles. At all druggists.

very much like to hear from any of our readers whose experience has been to the contrary of this. A number of extensive farmers told us that their stock absolutely refused to eat any other kind of roughage so long as they could get this injured flax, and even the straw from very early cut flax. A number of rather big stories were told us of how the cattle and horses would wander away from warm sheds and bright prairie hay to eat at flax ricks far out on the open, windy prairies, even when it was bitter cold. All this must mean something, and any experiences along this line will be most thankfully received.

CHARMING, PICTURESQUE AND INDIVIDUAL

CONTINUED FROM PAGE THIRTY-THREE

a city standing out cameo-like, clearly distinctively individual, a paradise garden of peace.

The village of Esquimalt about four miles from Victoria, is most beautifully situated on one of the finest harbors in the world. It is the head markets of His Majesty's Navy in the North Pacific. During the greater part of the year the admiral with a fleet of warships makes Esquimalt his headquarters.

Electric cars of the most modern type run between Victoria and the naval station every 15 minutes, and the 30 minutes ride is through most picturesque scenery. The peep of the beautiful waters of the gorge on the one hand, and on the other the mighty waters of the Pacific, with the snow clad Olympian range in the distance, prove of never failing charm to the tourist.

On the way to Esquimalt the Royal Engineers and Royal Artillery have their headquarters, on the spot where the famous fortifications have just been built. The barracks, with their recreation grounds laid out for sports, and their forts with disappearing guns, are of great interest to travelers. Close to the forts and overlooking the stairs are the United Service golf links. Victoria is particularly favored in this respect, as its beautiful and equable climate renders the playing of golf delightful throughout the whole year. The more famous links however are at Oak Bay, reached by electric cars. These links are said to be the finest this side of Chicago. The annual tournaments for the Pacific Northwest championship are played on these links and arouse great enthusiasm among the golf votaries.

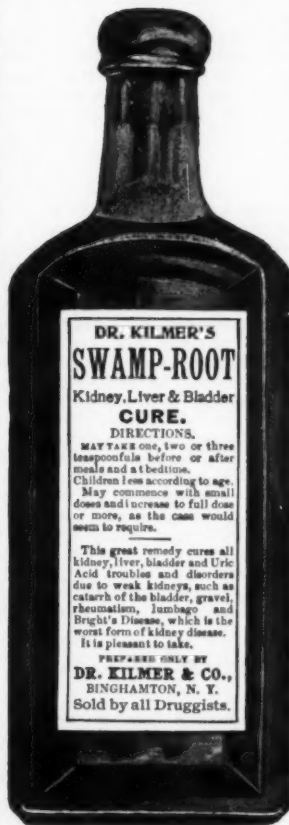
Beacon Hill Park and the Outer Wharf docks at the terminus of the Beacon Hill and Outer Wharf lines respectively are among Victoria's charming resorts and are reached by electric cars every few minutes from Government street.

Perhaps our most widely known resort is Oak Bay, with its famous seaside hotel. At this hotel the Prince and Princess of Wales stayed during their visit to Victoria, and loud they were in their praises of both Oak Bay and the beautiful surroundings of Victoria. Electric cars run direct to Oak Bay every fifteen minutes from Government street.

HOMESEEKERS' EXCURSIONS

Homeseeers' ticket to nearly all points on sale at low rates by Chicago Great Western Railway on first and third Tuesdays of each month, November to April inclusive. Available in the through tourist sleeping cars. For particulars apply to J. N. Storr, City Ticket Agt., Cor. 5th & Robert Sts., St. Paul, Minn.

ARE YOUR KIDNEYS WEAK?



(SWAMP-ROOT is pleasant to take)

Thousands of Men and Women Have Kidney Trouble and Never Suspect it

To Prove what the Great Kidney, Liver and Bladder Remedy, SWAMP-ROOT will do for YOU, every reader of *The NORTHWEST MAGAZINE* may receive a sample bottle sent absolutely Free by Mail ~ ~ ~ ~ ~

It used to be considered that only urinary and bladder troubles were to be traced to the kidneys, but now modern science proves that nearly all diseases have their beginning in the disorder of these most important organs.

The kidneys filter and purify the blood—that is their work.

Therefore, when your kidneys are weak or out of order, you can understand how quickly your entire body is affected, and how every organ seems to fail to do its duty.

If you are sick or "feel badly," begin taking the great kidney remedy, Dr. Kilmer's Swamp-Root, because as soon as your kidneys are well they will help all the other organs to health. A trial will convince anyone.

Weak and unhealthy kidneys are responsible for many kinds of diseases, and if permitted to continue much suffering with fatal results are sure to follow. Kidney trouble irritates the nerves, makes you dizzy, restless, sleepless and irritable. Makes you pass water often during the day and obliges you to get up many times during the night. Unhealthy kidneys cause rheumatism, gravel,

catarrh of the bladder, pain or dull ache in the back, joints and muscles; makes your head ache and back ache, causes indigestion, stomach and liver trouble, you get a sallow, yellow complexion, makes you feel as though you had heart trouble; you may have plenty of ambition, but no strength; get weak and waste away.

The cure for these troubles is Dr. Kilmer's Swamp-Root, the world-famous kidney remedy. In taking Swamp-Root you afford natural help to Nature, for Swamp-Root is the most perfect healer and gentle aid to the kidneys that is known to medical science.

If there is any doubt in your mind as to your condition, take from your urine on rising about four ounces, place it in a glass or bottle and let it stand twenty-four hours. If on examination it is milky or cloudy, if there is a brick-dust settling, or if small particles float about it, your kidneys are in need of immediate attention.

Swamp-Root is pleasant to take and is used in the leading hospitals, recommended by physicians in their private practice, and is taken by doctors themselves who have kidney ailments, because they recognize in it the greatest and most successful remedy for kidney, liver and bladder troubles.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at the drug stores everywhere. Don't make any mistake, but the remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and address Binghamton, N. Y., on every bottle.

EDITORIAL NOTE—You may have a sample bottle of this wonderful remedy, Swamp-Root, sent absolutely free by mail, also a book telling all about Swamp-Root, and containing many of the thousands upon thousands of testimonial letters received from men and women who owe their good health, in fact their very lives, to the great curative properties of Swamp-Root. In writing to Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous offer in *The Northwest Magazine*.

THE LETTER BOX

The editor invites readers to use this department freely. We are especially desirous of hearing from our readers in the West, with descriptions of their farms, ranches or occupations; how they happened to go West; how they have prospered. PRIZES for the three most interesting letters received each month, we offer a year's subscription each. Address VICTOR H. SMALLEY, The Northwest Magazine, St. Paul, Minn.

ADVERTISERS' NOTICE

Congo, W. Va.—Editor of THE NORTHWEST MAGAZINE—Dear Sir: I noticed while reading your magazine that there was still some wild land to be had in Sherburne county. I do not notice the advertisement of any land agent who deals in lands in that section. Will you please send me prices and terms of sale.

Yours truly,
J. W. SHECKLEY.

NOT THE ONLY ONE

To the Editor THE NORTHWEST MAGAZINE, St. Paul, Minn.—Dear Sir: I see in the February issue of your valuable magazine, on page 41, a little story about a white deer, that was killed near Grant's Pass, in California, in which it is stated that so far as is known it is the only one of the kind ever taken.

In the winter of 1889 two pure white deer, male and female, were killed near Whitefish Lake, in the Flathead Valley, Mont., and were fully mounted, and ornamented the office of Clifford & Stannard, real estate men, of Demersville, Mont., for some years. They are now, I believe, in Missoula, Mont. A few years later another one was killed in the same country. They all had pink eyes. Yours very truly,
GEO. F. STANNARD.

PAYING CROPS

To the editor of THE NORTHWEST MAGAZINE—
I will try to tell of some of the great advantages the Nebraska farmer has over the Eastern.

First, the rents are very low. Good improved farms can be rented for one-third or one-quarter and unimproved farms for one-fifth and one-sixth grain-rent, or for a cash rent for 75 cents to \$1 per acre.

The eastern and central parts of Nebraska are the garden of the world. All kinds of grains and fruits are raised in abundance, while the western portion is given to cattle and broom-corn raising. But every farmer there raises all the vegetables, potatoes and grain he needs for his own use.

As my father and I are great broom-corn raisers, I will write a few lines to show the advantages the Western Nebraska farmer has over the Illinois farmer in raising this crop.

It is a crop that will grow with little rain. A good crop yields a ton to three acres, and the average price received is \$100 per ton. It can be cut and cured without any expense of sheds to dry it, and with the seasons we have it makes quick growth, and one man can care for 40 acres. As soon as the crop is harvested cattle can be pastured on the stalks, which make excellent feed. The winters are mild and very little feed is needed for stock. We have the best of schools and churches, and the children have the finest of chances for education.

There are many chances for the poor farmer to build fine homes and enjoy life with the amount he is paying his high-priced rent with.

T. D. MORGAN, Jr.

Trenton, Hitchcock Co., Southwest Nebraska.

EXPERIMENTAL FARMS

The effort of Senator Deitrich to establish an experimental farm in the western part of Nebraska meets with the hearty approval of every true citizen. The purpose of this farm would be experimentation that would benefit those sections lacking enough rain for a large vegetation. This station would be operated in connection with the University of Nebraska. The project has already been endorsed by Chancellor Andrews, Director Burnett, of the Experiment Station, and Prof. Charles E. Bessey. Chancellor Andrews says: "Not only this State, but the whole West, and in a less degree the entire nation, is interested in the plan. The proposed experiments will throw light upon the farm and pasture economy throughout a dozen States or more, and will repay ten if not a hundred fold all the money they will cost." The improvement of grasses, the growing of forage crops for the ranches is the great question before Nebraska.

WESTERN CHANGES

Twenty-five years ago potatoes were so high in price in certain towns of the Rocky Mountains that the merchants handling them often reserved the right to retain the peelings, which, in turn, were sold for planting purposes, the eyes of the potatoes thus having a considerable commercial value, obviously in proportion to the distance from the nearest railroad or steamboat line. This situation could not forever endure. There must come a day when we could afford to throw away our peelings and throw them away cut thick

and carelessly. Equally true is it that the time is coming to America when we shall gather up our potato peelings and cherish them. There you have the three ages of the West. Another instance of changed standards in the West may be seen in the revolution as to petty prices. Up to twenty years ago, in most Rocky Mountain communities, the quarter-dollar was the smallest coin in circulation. With the railroads came the dime, the nickel and at last the penny, but they came to a West that was no more.

TRADE BOOM IN PHILIPPINES

The Bureau of Insular Affairs of the War Department has issued a comparative summary of the commerce of the Philippines for the seven months ending July 31, 1902 and 1901. The total value of merchandise, exclusive of gold and silver, imported during the seven months ending July 31, 1902, was \$19,510,435, as against \$17,132,205 for the same period of 1901. The principal increase in 1902 was in foodstuffs, the purchase of rice alone exceeding the figures for 1901 by nearly \$1,500,000. Gold and silver was imported during the seven months of 1902 to the value of \$3,026,747; same period of 1901, \$1,230,294. The value of imports coming from the United States in 1902 was \$2,433,889, a gain of approximately \$500,000 as compared with 1901.

Agricultural industries have been materially affected owing to the unfortunate destruction of the work cattle by an epidemic of rinderpest, a disease that has practically annihilated that carabac or water buffalo, and the outbreak of cholera, which has curtailed the already limited supply of labor. These unfavorable conditions produced a falling off in the exports of the seven months ending July 31, 1902, of nearly \$1,000,000, as compared with the corresponding period of the previous year.

The general decrease, however, did not prevent a comparative increase in shipments destined for the United States, the value of merchandise exported to this country in 1902 amounting to \$4,709,630, a gain during the past two years of more than \$3,250,000.

FOOLED THE HOSPITAL

Was Pronounced Incurable But Got Well on Pure Food

Sometimes in a case of disease resulting from the use of improper food the symptoms are so complex that medical science cannot find the seat of trouble, and even the most careful hospital treatment fails to benefit. A gentleman of Lee, Mass., says: "On April 1st, 1900, I was sent home by one of our Massachusetts hospitals, saying nothing more could be done for me. I have been a great sufferer from nervous diseases and rheumatism and nervous prostration and had previously been treated at Sharon Springs and by a number of doctors without getting much assistance.

"One day I was feeling worse than usual when I read an article about your Grape-Nuts that impressed me so that I sent out for a package. I commenced using it at breakfast the next day.

"For fifteen months I never missed one day. If you ever saw any one grow strong and improve it was I. I gained from 125 pounds to my old weight 165. I will always be a cripple from rheumatism but otherwise I am so much improved that I now feel as well as any man in this country." Name furnished by Postum Co., Battle Creek, Mich.

There is a recipe book in each package of Grape-Nuts that will interest the housekeeper.

If You Are Sick

Don't Wait Longer—Write
For My Book

You see this offer everywhere—all the time, and every week thousands accept it. Don't you know that I must be curing those thousands, else the offer would ruin me?

Will you let me cure you, too?
I will mail you an order—good at any drug store—for six bottles Dr. Shoop's Restorative. You may take it a month on trial. If it succeeds, the cost is \$5.50. If it fails, I will pay the druggist myself—and your mere word shall decide it.

No matter about your doubts.
You at least must know that I have faith in my treatment, when I make an offer like that. I know what the remedy will do, and you don't. For your own sake, let me convince you. Then if it fails, let me pay.

My success comes from strengthening the inside nerves, which alone operate the vital organs. I have spent my life learning how to do it. A weak organ means weak nerve power. It is like a weak engine that needs more steam. To doctor the organ is useless; what it needs is power to act. My Restorative alone brings back that power, and in most of these diseases no other way can cure.

My book will tell you why.

Simply state which book you want; and address Dr. Shoop, Box 459, Racine, Wis.

Book No. 1 on Dyspepsia,
Book No. 2 on the Heart,
Book No. 3 on the Kidneys,
Book No. 4 for Women,
Book No. 5 for Men (sealed),
Book No. 6 on Rheumatism.

Mild cases, not chronic, are often cured by one or two bottles. At all druggists.

Anecdotes of Famous Men

HAD THE MIDAS TOUCH

Everything the late W. H. Bradley of Milwaukee touched seemed to turn to gold, and investments which to others seemed the height of folly brought him fortune.

While Tomahawk was still in its infancy, Mr. Bradley established another town at Spirit Falls, a few miles west of Tomahawk. He built a grist mill and a general store, and established a market for the farmers, and with himself as the purchasing power, bought everything the farmers offered him. Then he joined Spirit Falls and Tomahawk by a railroad.

One day Bishop Grafton visited Tomahawk and asked Mr. Bradley to aid him in the establishment of an Episcopal mission there. After discussing the question for some time, Mr. Bradley, in his bluff way, exclaimed, slapping the bishop on his knees until the churchman cringed:

"What will it cost, bishop?"

"About \$10,000."

"Well, by jingo, Tomahawk has got to have a mission."

And Tomahawk did have a mission and a parson, supported by the bluff old lumberman, and it flourished and grew and spread its influence over the community, until finally Mr. Bradley called on the clergyman and said:

"— it, parson, we've got to put in a mission over there at Spirit Falls."

"It will be an expensive thing," replied the dominie. "What is the necessity for it?"

"Well, by —, parson, they've got a saloon over there that is raising merry —, and we have got to do something to counteract its influence."

And the Spirit Falls mission was built and maintained by Mr. Bradley.

DR. JAMES' POSTER TROUSERS

Dr. Edmund J. James, President of the Northwestern University, is a self-made man. It was largely through his own ex-

ertions that he was able to go through Harvard and complete his education at German universities.

At times in his student career he had difficulties in making ends meet, and in this connection he tells an interesting story of an expedient he invoked while at Harvard to obtain a slight assistance from a relative who had promised to further his ambitions but whose performance in that regard had been slow.

Doctor James' roommate at college was Joseph French Johnson, now Professor of Political Economy in the University of New York.

The young men were from the same town.

"With my frugal relative," said Doctor James, "my friend Johnson stood better than I. Whatever he did was held up as an example. One of my early ambitions in college was to own an extra pair of trousers which might be kept exclusively for wear on Sundays and other special occasions. Other needs, however, were so urgent, that I found I should have to content myself with one pair, and, at the time of which I speak, these were not all that could be desired.

"One day Johnson turned up with a brand-new pair. I realized that if my economical relative knew that Johnson had a second pair of trousers I also should be able to get a pair.

"The question was how to make a convincing presentation of the case. Simply to write did not commend itself to my judgment. Finally I hit upon a plan which I diplomatically presented to Johnson. It was that we should make an express package of the new trousers and send them to my relative. This would show that Johnson not only boasted of new trousers, but that he actually owned them without being under the stern necessity of wearing them every day. I must confess that it was an act of great friendly self-denial on Johnson's part, for his elder pair were in but fragile health. The

experiment worked like a charm. By return express Johnson's trousers came back and with them, consigned to me, was a pair which the old gentleman had himself selected. The cut was a trifle bizarre and the pattern might have gladdened the eye of a poster artist."

Professor Johnson tells the rest of the story.

"James' appearance in his new trousers was an event in our college life. One of the first persons he encountered as he stalked across the campus was President Eliot, who had a high opinion of James' genius and sense of humor, and took pleasure in crossing wits with him.

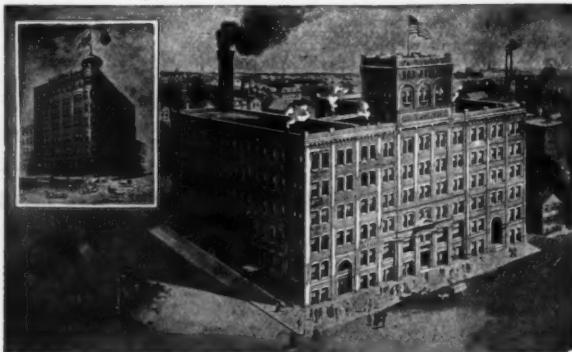
"Good morning, Mr. James," said the President; "let me congratulate you on looking almost as bright as you really are."

"Mr. Eliot," replied James, assuming a statuesque attitude designed to bring his resplendent trousers into conspicuous relief, "I have reached that proud position in life where I can speak of my other pants."

WHAT'S A HOG'S TIME WORTH

James J. Hill, the railway magnate, is noted for his wonderful mastery of detail, not only in all departments of his railroad work, but in everything else to which he turns his attention. As is well known, he is himself a farmer, and takes the liveliest interest in grain and stock raising. He pursues a strong and fixed policy in the breeding of live stock, and upon the occasions where he has attended farmers' meetings has surprised those present by his knowledge of the subjects under discussion. Samuel Hill, his son-in-law, manager of the Seattle gas works, and president and leading spirit of the Washington State Good Roads Association, tells a good story which illustrates this characteristic of the railway magnate, and shows, moreover, his keen sense of humor:

MAYER'S SCHOOL SHOES WEAR LIKE IRON



HERE WE CARRY THE STOCK

HERE WE MAKE THE SHOES

ADDRESS DEPT. B FOR OUR BOOKLETS OF LADIES' AND MEN'S FINE SHOES

If you want a reliable line of Footwear, with which you can
INCREASE your trade buy

Mayer's Milwaukee Custom-Made Shoes

We make all grades and styles on good fitting lasts that are
UP-TO-DATE. Our specialties are

Men's and Ladies' Fine Shoes and Oxfords

but we also make an extremely good line of heavy and medium weight every-day shoes from Oil Grain, Kangaroo, Kip and Calf for the Farmer, Mechanic and Miner. Send for samples or write us and we will have our salesman call on you.

F. MAYER BOOT & SHOE CO., Manufacturers, MILWAUKEE, WIS.



Packer: "There you are; carefully packed, all ready to go. I know you'll get there safely."

same. Do you know of any other firm who would have given him the same liberal treatment? Why not buy your supplies from a firm with whom it is a pleasure to deal? All goods guaranteed and prices always lowest, quality considered.

Our next advertisement will show how the goods arrived.
Watch and see if the packer told the truth.

Montgomery Ward & Co.

20 Michigan Ave. & Madison St., Chicago

Now Is the Time to Think

about Paint for your house or barn, Wall Paper, Carpets, Cultivators, Weeds, Fencing, Dairy Goods, Bicycles, Buggies, Spring Clothing, Furniture, Groceries, etc. Don't wait until the last minute. Think what you will need soon, and write today. If you will tell us what you want to buy we will send you a special catalogue on that article or articles free of charge.

We Guarantee Safe Delivery

which means that we not only guarantee the goods, but that we protect you against loss or breakage on the road. We assume all the responsibility.

A Saddle was returned at our expense a few days ago. Although it had been properly boxed, it was damaged by rats before being unpacked, according to customer's letter. Of course this was no fault of ours, but he got a new saddle just the

Send for Catalogue 71 Today

It contains 1200 pages of wholesale prices and pictures of everything you eat, wear or use.

Montgomery Ward & Co., Chicago.

Enclosed find 15 cents, for which please send me Catalogue No. 71

Name _____ Write very plain.

Express Office _____ Post Office _____

County _____ State _____

A number of years ago, while in Washington City, the two Hills met ex-Governor W. D. Hoard of Wisconsin, editor of Hoard's Dairyman, and straightway the senior Hill was deep in a discussion relative to the best ration for feeding hogs. While engrossed in this subject they were spied by a congressman, who intruded himself straightway. If there is anything Jim Hill don't want around him it's the average congressman filled with his own overwhelming self-importance.

"What did you say you'd feed a fifty-pound hog?" queried the governor.

And Mr. Hill proceeded to figure up a balanced ration with corn, skim milk and a little oil meal.

"Good; good!" cried the governor, clapping his hands at Mr. Hill's keenness in answering the problem.

"Did you ever try wheat?" broke in the congressman.

"Yes," answered Mr. Hill, "it's a little too starchy, but will make a good feed in lieu of corn."

"How do you feed it?" was the next question. "Do you soak it or feed it dry?"

"Dry," was Mr. Hill's answer.

"Wrong—all wrong! You ought to feed it wet. If you feed it dry it takes the animal two hours to eat it."

Turning to the congressman, Mr. Hill dryly asked:

"What do you figure the hog's time worth an hour?"

The congressman was squelched, and hurriedly withdrew, leaving them to continue their discussion without further interruption.

A NEW SCHOOL OF MEDICINE

"Dry docks?" quizzically repeated a Vasar senior along about commencement time to Senator Chauncey M. Depew as the subject came up in a conversation between them. "Why, Senator Depew, what is a dry dock?"

"A thirsty physician, to be sure," replied Mr. Depew, as his face expanded into one of his good-natured smiles.

PHILIPPINE FORESTS

Last August Gifford Pinchot, chief of the Bureau of Forestry, was sent to the Philippines, at the request of the secretary of war, to report on the forestry policy of the islands.

He has returned convinced of the value of the timber of the islands, and of the very great opportunities for government forestry. "Both for forestry and foresters," he says, "the Philippines offer the finest field I know of. The Forestry Bu-

reau of the islands, under Capt. George P. Ahern, has charge of the development of valuable forests composed of trees, the names of which are most unfamiliar to Americans, and of whose habits we know comparatively nothing."

The forests of all the larger islands and many of the smaller ones were examined. Mr. Pinchot thinks that more than half the area of the islands, or more than 70,000 square miles, is in forest. The best timber Mr. Pinchot saw was in Mindanao, in that part where the army has recently been engaged with hostile Moros. There the best trees are from one hundred fifty to one hundred seventy-five feet high, with clear lengths of ninety to one hundred feet, and diameters of three to six feet. There are large areas without forest, as in Luzon between Manila and Dagupan. Nearly the whole island of Cebu and parts of Panay are without forests. On the other hand Mindanao and Paragua are nearly all in forest. Although nearly 700 species have been described and classified, doubtless many Philippine trees remain unknown. Only the pines of Benguet are familiar to Americans. Very many of the timbers are fine cabinet woods; nearly all are heavy, and many sink in water. At present their use is limited by their ability to withstand the attacks of the teredo and the white ant.

Spring Styles in GORDON Soft and Stiff Hats are now shown in all the

GORDON HAT AGENCIES

Of Interest to Women of the Northwest

Edited by Mary Alcott McKusick

A UNIQUE SUMMER GARDEN

Prizes without number, by various magazines and newspapers, have been given for the best pictures illustrating a summer garden. The word picture of "A Denominational Garden," as given by Alice Caldwell Hegan in her story, "Lovey Mary," will certainly bear repetition, whether or no we adopt the style of gardening as our own.

"Lovey Mary," who is in search of yellowroot, one cool Sunday morning, encounters "Miss Viny," who is described as a "queer looking old woman, with a quizzical smile. A pair of keen eyes twinkling under bushy brows, and a fierce little beard bristling from her chin." When she smiled it made Lovey Mary think of a pebble dropped into a pool, for the wrinkles went rippling off from her mouth in ever-widening circles until they were lost in the gray hair under the broad brimmed hat. Her answer to the question, "Are you Miss Viny?" was: "Well, I been that fer sixty year; I ain't heard of no change." In answer to a question concerning her flower garden, asked by "Lovey Mary," she replies: "Oh, law, don't talk to me 'bout caged-up flowers! I don't b'lieve in shuttin' a flower up in a greenhouse any more'n I b'lieve in shuttin' myself up in one church." "This here is a denominational garden, an' I got every congregation I ever heard of planted in it. I ain't got no favorite bed. I keer fer 'em all jes alike. When you come to think of it, the same rule holds good in startin' a garden as does in startin' a church. You first got to steady what sort of soil you'r goin' to work with, then you have to sum up all the things you have to fight ag'inst. Next you choose what flowers are goin' to hold the best places.

That's a mighty important question in churches, too, ain't it? Then you go to plantin', the thicker the better, fer in both you got to allow fer a mighty fallin' off. After that you must take good keer of what you got, an' be sure to plant something new each year. Once in a while some of the old growths has to be thinned out, an' the new upstarts an' suckers has to be pulled up. Now, if you'll come out here I'll show you round."

"Miss Viny" then conducts her visitor through her garden, giving the following unique description of her various departments:

"These here are the Baptists," waving her hand toward a bed of heliotrope and flags. "They want lots of water; like to be wet clean through. They sorter set off to themselves, an' tend to their own business; don't keer much 'bout minglin' with the other flowers."

"Lovey Mary" doesn't quite catch her interpreter's meaning, but was glad to follow her through the garden, where new beauties were waiting at every turn.

"These is geraniums," said Miss Viny; "they're Methodists. They fall from grace an' has to be revived; they like lots of encouragement in the way of sun and water. These phlox are Methodists, too; no set color, easy to grow, hardy an' vigorous. Pinchin' an' cuttin' back the shoots makes it flower all the better; needs new soil every few years. Now, ain't that Methodist down to the ground?"

"Are there any Presbyterians?" asked

Lovey Mary, beginning to grasp Miss Viny's meaning.

"Yes, indeed; they are a good old reliable bed. Look at all these roses an' tiger lilies an' dahlias; they all knew what they was goin' to be afore they started to grow. They was elected to it, an' they'll keep on bein' what they started out to be, clean to the very end." Miss Viny now leads the way across the garden, and, stopping before a bed of stately lilies and azaleas, remarks: "These are 'Piscopals; ain't they tony? Jes look like they thought their bed was the only one in the garden. Somebody said that a lily didn't have no poor kin among the flowers. It ain't no wonder they 'most die of dignity. They're like the 'Piscopals in more ways'n one; both hates to be disturbed, both likes some shade, an'—confidentially—both are pretty pernickity. But, to tell you the truth, ain't nothin' kin touch 'em when it comes to beauty. I think all the other beds is proud of 'em, if you'd come to look into it. Why, look at weddin' an' funerals! Don't all the churches call in the 'Piscopals an' the lilies on both them occasions?"

"An' here," continued Miss Viny, "are the Unitarians. You may be s'prised at me fer havin' 'em in here, 'long with the orthodox churches; but if the sun an' the rain don't make no distinction, I don't see what right I got to put 'em on the other side of the fence. These first is sweet-william, as rich in bloom as the Unitarian is in good works, a-sowin' themselves constant, an' every little plant a puttin' out a flower."

"Ain't there any Catholics?" asked Lovey Mary.

"Don't you see them holly hawks an' snow balls an' laylacs? All of them are Catholics, takin' lots of room an' needin' the prunin'-knife pretty often, but bringin' cheer and brightness to the whole garden when it needs it most. Yes, I guess you'd have trouble thinkin' of any sect I ain't got planted. Them ferns over there in the corner is Quakers. I ain't never seen no Quakers, but they tell me that they don't b'lieve in flowerin' out; that they like coolness an' shade an' quiet, an' are jes the same the year round. These colea plants are the apes; they are all things to all men, take on any color that's round 'em, kin be the worst kind of Baptists or Presbyterians, but if left to themselves they run back to good-fer-nothin'. This here everlastin' is one of them Christians that's so busy thinkin' about dyin' that he fergits to live. See how different this is," plucking a sprig of lemon verben. "This an' the mint an' the sage an' the lavender is all true Christians; jes by bein' touched they give out a influence that makes the whole world a sweeter place to live in. But, after all, they can't all be alike. There's all sorts of Christians: Some stands fer sunshine, some fer shade; some fer beauty, some fer use; some up high, some down low. There's jes one thing all the flowers has to unite in fightin' ag'inst—that's the canker-worm. Hate. If it once gits in a plant, no matter how good an' strong that plant may be, it eats right down to its heart. Prayer an' perseverance gets it out. If the Christian'll do his part, God'll do hisn. You see I'm tryin' to be to these flowers what God is to His churches. The sun, which answers to the Sperrit, has to shine on 'em

\$7.90 DRESSES — YOU LIKE A QUEEN FROM HEAD TO FOOT

In order to secure new customers, we make **The Most Wonderful Offer** ever known, consisting of a **Complete Ladies' Outfit** which we

will send C. O. D. on approval. **Outfit Contains Ladies' Man-Tailored Russian Blouse Suit**, exactly like cut (or with Eton Jacket) made from the new and beautiful

Colonial cloth and made especially to your measure. Also a stylish spring hat (like) cut; 1 pair latest style shoes; 1 pair Lisle thread fancy hose; 1 pair fancy garters; 1 mercerized or lawn shirt waist; 1 lace trimmed handkerchief; fancy gold stick-pin. Total value of outfit is over **\$35.00**.

Free—Cloth samples, measurement blanks, and full description of outfit sent to anyone on request. Outfit will be sent C. O. D. subject to your approval. **Bright Representatives** wanted everywhere for all our goods.

We start you in business with all printed matter, catalogues, stock, etc., **FREE**.

We sell **American Sewing Machines** at from \$3.25 to \$12.85, latest styles, drop-head, ball-bearing. **American Bicycles**, \$1.75 to \$11.50. **American Puncture Proof** self-healing bicycle tires, written guarantee for 3 years with every tire, price \$3.95 per pair. All catalogues **FREE**. Address

AMERICAN MAIL-ORDER CO.

337 E. MADISON ST., CHICAGO, ILLINOIS

Ref.: Any Express Co., or Merchants Bank, Chicago

SOLVES THE SERVANT QUESTION O-H-I-O STEAM COOKER WITH DOORS



Cooks an entire meal over one burner. Food cooked by steam cannot be burnt or spoiled by waiting meals. Each course can be served steaming hot. Saves a lot of pots and pans.

The "Ohio" is the only cooker made with two doors, steam condenser and copper tank. Doors perfectly tight. First months use pays for cooker, saves 50 percent in fuel, food and labor. Steam cooked food is healthier and more digestible than boiled or baked. We also make Round Cookers, large sizes 63 and 84. Agents Wanted. We guarantee good agents \$30 to \$40 a week and expenses. Let us start you at once in a business of your own. Don't delay until your territory is gone. Handsomely illustrated catalogue sent free 92 Ont. Bldg. (Cmt) and Ohio Steam Cooker Co. Jeff Sts., Toledo, Ohio.

GEE WHIZZ WASHER

(Double reflex). Unlike any other machine, does what it is intended and guaranteed to do. Adjustable to wash from handkerchief to heavy blankets, etc. Noted for its easy running, easy on clothing, fast unexcelled work and durability. (No more use for the wash board). If not handled by your dealer, take no other, but write to us for our special low wholesale price to introduce. Sent on 30 days' trial. It will pay you to investigate the merits of this machine. Address Dept. A, RANDLEMAN & SONS, Des Moines, Iowa.

PARKER'S HAIR BALM
Cleanses and beautifies the hair. Promotes a luxuriant growth. Never fails to Restore Gray Hair to its Youthful Color. Cures scalp diseases & hair falling. 50c, and \$1.00 at Druggists

DR. ISAAC THOMPSON'S EYE WATER

all, an' the rain, which answers to God's mercy, has to fall on 'em all. I jes watch 'em, and shelter 'em, an' love 'em, and if they do their part, they're bound to grow."

"Miss Viny" then presents "Lovey Mary" with a huge "boquet" to carry home.

ARTISTIC HOMES

Our homes should be an expression of our highest thought. The reason is obvious. Our environments exert a strong influence upon our characters—upon our spiritual and moral development.

We owe it to the members of our households—especially the children—that not only the comfort of the individual be considered, but that the spirit of restfulness, of peace and harmony, be and abide, even to the upbuilding and uplifting of the home to the glory of God.

In order to create this standard of harmony great care must be exercised in the selection of color schemes, and in all furnishings and finishings.

Do not think for one moment that this condition cannot be reached without unlimited means. That is always a mistaken idea. Some of the most attractive homes are those where the external fitness of things has been duly considered, but under great financial restrictions.

The first requisite in the building of a home should be a healthful location. Look well to the sanitary conditions, and let the next object be the comfort of the various members of the family. Comfort should not be sacrificed to art, but the two should be combined; in fact, never separated.

If it is possible to do so, always select for a home a location where there is at least a small plot of ground. Keep as close to nature as circumstances will allow. A few flowers and one tree is far preferable to the barrenness of brick or stone walls.

Having selected your home, never violate a law of harmony in the purchasing of any article for its interior utility or decoration, in the color treatment of any room, the hanging of a picture, or the placing of a bit of faience.

If your means are limited, a safe rule to follow is that of simplicity—a good rule under the most favorable conditions.

The making of a home, like the making of a beautiful character, must begin with fundamental principles.

Your walls, floors and woodwork must be chosen as a keynote; then build your chords. Harmony will be the result as surely, if simplicity be your guide, as though with unlimited means you could consider expensive rugs and furniture.

No one with small means need despair of having an artistic home, and it is a matter to be sincerely regretted that more women do not feel this, and consider the furnishing and keeping of a home as a sacred privilege.

Artistic decoration in the home must have a refining influence. People are unconsciously educated when they become familiar with harmonious forms and colorings. A valuable feature of the art journals and art clubs is that they create a love for harmony in all home decoration.

There is to-day among all educated people a growing appreciation of all branches of artistic work, and surely the artistic furnishing of the home should be of primary importance.

Whenever I enter a beautiful room I long to cry out to the world: "Create for

yourself a home, simple, artistic, harmonious, for only there will you find rest."
[Contributed by Ruth Reid, Hiram College, Hiram, Ohio.]

BOUNTEOUS NEBRASKA

A real estate organization has been formed at Broken Bow for the purpose of developing and promoting the real estate interests of Central Nebraska. It will spread broadcast advertising of this particular part of the State. Very wisely individual real estate men and firms are strenuously prohibited from imposing upon the association by mention of their names as land agents. In fact its sole purpose is to spread as widely as possible information in regard to the resources of Central Nebraska as an agricultural and stock raising country. Here it is claimed the finest land that lies out of doors can be bought for from ten to twenty dollars per acre, and well watered grazing land in tracts of 1,000 to 10,000 acres can be had from five to ten dollars per acre. Custer County has within its borders 125,000 head of cattle, aggregating over \$4,000,000, making it the second county in the State in live stock industry. There are 140 varieties of wild grasses to be found on its prairie. So adaptable is the climate and the land to stock raising that many of the wealthiest stockmen in Custer County started a few years ago with only a few head of cattle. Farming is also carried on very extensively. Winter wheat yields thirty-two to forty bushels per acre, corn from thirty to sixty bushels per acre; dairying is also proving a great success.

A LETTER TO OUR READERS

New York City, Nov. 9th, 1902.

A little over a year ago I was taken with severe pains in my kidneys and bladder. They continued to give me trouble for over two months and I suffered untold misery. I became weak, emaciated and very much run down. I had great difficulty in retaining my urine, and I was obliged to pass water very often night and day. After I had used a sample bottle of Swamp-Root, which you so kindly sent me on my request, I experienced great relief. I immediately bought of my druggist, Wm. J. Burns, 9th Avenue, a large bottle and continued taking it regularly. I am pleased to say that it cured me entirely. I can now stand on my feet all day without having any bad symptoms whatever. I was in the Hospital in February last, before I used Swamp-Root, and the doctors examined my kidneys and said there was no trouble there, but after hearing so much about your Swamp-Root, and what it had done for other women, I concluded to try it, with the result that to-day I am a well woman. You are at liberty to use this testimonial letter if you wish.

Very gratefully yours,

Mrs. E. Austin

359 West 19th St., New York City.

You may have a sample bottle of Swamp-Root, the great kidney remedy, and a book that tells all about it, both sent absolutely free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing be sure to mention that you read this generous offer in THE NORTHWEST MAGAZINE. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

The regular fifty-cent and one-dollar size bottles are sold at the drug stores everywhere.

SHIP YOUR
**Furs, Hides,
Pelts, Wool**
TO
McMillan Fur & Wool Co.
MINNEAPOLIS, MINN.
Write for Circular.

YOUR WANTS!

If you desire information regarding the Great Northwest, illustrated bulletins, rates, maps, or if you contemplate making a trip and do not know exactly where to go, state what you want and send your address to any of the following representatives of the

Great Northern Railway

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General Passenger and Ticket Agent

Live Stock Interests

FARMER BRIGHTON

Farmer Brighton of Fairfield, Iowa, is just entering upon a new advertising campaign in this paper. It is apparent that in his combination tool—the Swine V to prevent hogs from rooting, Cattle Dehornor and Stock Marker—Farmer B. has something which other farmers want and buy liberally, else he could not afford to advertise so regularly. His ad. has come to be a familiar face in this and many other papers. It is just a little ad., headed "No Humbug" and accompanied by a cut showing the tool and a hog's snout operated upon to show how it works. Look up this ad. if you keep hogs or have occasion to mark or dehorn.

THE FEEDING OF CORN

When oats are scarce and dear and corn can be obtained at reasonable prices the temptation is very strong on the part of those who are feeding horses to feed corn alone. In other words, to feed corn without the addition of any oats. This may be done and sometimes with much profit, providing good wheat bran is fed along with the corn. The one food is the complement of the other, and when horses are fed on this grain diet the fodder adjuncts being suitable, they are able to do a large amount of work. The presence of the bran tends to keep the food in due balance and also to keep the digestion in proper tone.

MILK FOR YOUNG PIGS

It should be the aim of those who grow large litters of pigs to try and supplement the milk furnished by the dam with skim milk. Separated milk is excellent. The time is now approaching when much attention should be given to this feature of live stock production. Pigs will begin to take skim milk when about three weeks old. A couple of boards nailed up in one corner of the pen with a little trough inside of the same will furnish a place in which to feed the young pigs. The boards can be placed slanting across the corner, hence the provision is very easily made. A little new milk should be fed along with

the skim milk at first, and if it can be continued for two or three weeks the advantage will be very decided. No kind of food can be given to young pigs that is so natural for them as milk. The aim should be of course to have the separated milk warm. As soon as the pigs begin to take the milk freely some shorts should be stirred in along with it.

BETTER PRICES

There seems to be a difference of opinion as to just what the effect of the present hard winter may have upon the prices of cattle and sheep next year. We can see room for but one conclusion, and that is that the immense losses will insure a brisk demand for all kinds of young and mature stuff to restock the many depleted ranges. Besides this, many animals kept in more fortunate quarters, will be needed to take the places, in the feeding yards and on the block, of the tens of thousands of young cattle whose frozen bodies can make no use of the grasses when they grow again where last fall they grazed for the last time.

RAISING DAIRY CALVES IN WINTER

Where farmers are having good cows come fresh in milk along during the winter—the earlier the better—an excellent chance is afforded for raising heifer calves for replenishing the dairy, or for other purposes if that is desirable.

If the farmer is a dairyman, the first consideration should be the formation of a herd well suited for the purpose, and he is wise who is continually striving to keep his herd well up in excellence for the purpose he requires of it. There is usually no cheaper way to do this than to raise the stock on the farm. Of course there should be a well devised system in this business, as in any other, as to what is wanted. But the idea should be to raise stock of whatever breed is desired from good reliable families or individuals.

The raising of calves successfully requires some necessary conditions. These are warm quarters, dry beds, and suitable feed and care. With these there is no reason why as good calves can not be raised in winter as at any other time of year. The farmer then has more time to give to this work and as a consequence it will usually be better attended to.

The idea should be to get the calves well started, after which they will grow right along thriftily and satisfactorily.

If they are of the pure dairy breeds, as the Jerseys or Guernseys, giving very rich milk, care will have to be observed in not feeding too much of it at first or bad effects will be liable to follow. These young calves should have new milk from the cow for a little time, after which it may be gradually replaced with that from which the cream has been taken, but it will be well to feed a part of new milk for several weeks.

One thing especially important is to have the milk sufficiently warm when fed, as near as possible to the temperature when drawn from the cow.

Sometimes calves drink their milk too fast, resulting often in disarrangement of the stomach and bowels. Some of the "calf feeders" made for the purpose are very useful in such cases, compelling the calf to take its milk more slowly and in the natural way. To feed regularly is



Warranted
to give satisfaction.

GOMBAULT'S CAUSTIC BALSAM

A safe, speedy and
positive cure for

Curb, Splint, Sweeney, Capped Hock, Strained Tendons, Founder, Wind Puffs, and all lameness from Spavin, Ringbone and other bony tumors. Cures all skin diseases or Parasites, Thrush, Diphtheria. Removes all Bunches from Horses or Cattle.

As a HUMAN REMEDY for Rheumatism, Sprains, Sore Throat, etc., it is invaluable.

Every bottle of Caustic Balsam sold is warranted to give satisfaction. Price \$1.50 per bottle. Sold by druggists, or sent by express, charges paid, with full directions for its use. Send for descriptive circulars, testimonials, etc. Address
THE LAWRENCE-WILLIAMS COMPANY, Cleveland, Ohio.

also important. A calf drinking milk will require frequent changes of bedding to keep it dry, warm and comfortable.

As soon as it will eat a little hay, which will be after a few weeks, it should be given regularly and of good quality. Also it will be well, after the first two or three months, to add a little grain of some kind, to take the place of the cream removed from the milk. Wheat middlings and later on ground oats and bran will be good for the purpose. These calves thus fed and cared for become fine, large animals by the time that the cows are turned to pasture another spring, and able to take care of themselves.—Indiana Farmer.

BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're ill or will be. Keep your bowels open, and be well. Force, in the shape of violent physic or pill poison, is dangerous. The smoothest, easiest, most perfect way of keeping the bowels clear and clean is to take



EAT 'EM LIKE CANDY

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken or Gripes; 10, 25 and 50 cents per box. Write for free sample, and booklet on health. Address

Sterling Remedy Company, Chicago or New York.
KEEP YOUR BLOOD CLEAN

\$12.80 For 200 Egg INCUBATOR
Perfect in construction and action. Hatches every fertile egg. Write for catalog to-day.
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Swine V, Stock Marker and Calf Dehornor. Stops swine from rooting. Makes 66 different ear marks. Extends Horns. Price \$1.50. Send \$1 for trial. If it suits, send balance. Paid May 6, 1912. Hog and Calf Holder only 75c.
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and easy to make if you work for us. We will start you in business and furnish the capital! Work light and easy. Send 10 cents for four time trial and terms to agents—
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Hatch every fertile egg. Simplest, most durable, cheapest first-class hatcher. Money back if not positively as represented. We pay freight. Circular free; catalogue 6c.
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200 EGG INCUBATOR \$8
By our new plan you can secure our NEW IDEA INCUBATOR at nominal cost. Double Walls, Removable Trays, Heavy Copper Cases, Improved Tank, Safety Lamp, Baffles. We furnish Lamp, Tank, Regulator, etc., at cost. Big money building and selling them. Write for the particulars and full description. "How to Make and Save Money with an Incubator."
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BUILD YOUR OWN INCUBATOR.
We will complete illustrated plans by which a 200 EGG \$8 HOT WATER INCUBATOR can be built for about \$1.00. We furnish Lamp, Tank, Regulator, etc., at cost. Big money building and selling them. Write for the particulars and full description. "How to Make and Save Money with an Incubator."
Channon, Snow & Co., Dept. 186 Quincy, Ill.

Malta-Vita

"The Perfect Food"
FOR BRAIN AND MUSCLE.

Sold by grocers.

GOOD ROADS IN NEBRASKA

The peculiar excellence of the natural prairie roads of Nebraska in winter and summer can never be understood by those in Eastern or Middle States until they have actually lived in the State and traveled for miles over these smooth and noiseless thoroughfares. Building a road in Nebraska consists in plowing a furrow on each side of the road—to secure

better drainage—and in rounding up the road in the middle. Built in this simple way the roads are good the year round, save in exceptional seasons.

However, the usual method of road building is this—one team starts a trail, which others follow, and the road is made; and, furthermore, it is an excellent road. You can travel over hundreds of miles of roads made without tax or labor.

The roads of Western Iowa and Nebraska are very similar in this particular. They are hard, and so smooth that bicycles and carriages glide over them noiselessly, and at the same time they are so elastic that there is no need for shoes, and so horses go unshod. The clatter of hoofs and the rattle of carriage wheels are not heard as on the turnpikes and gravel roads. Besides, they are freer from dust than other roads.

It may seem an exaggerated claim to say that these roads can be built without tax or labor; that they are not muddy in winter nor dusty in summer; that they are at once hard and smooth, yet soft and elastic, and withal noiseless and restful to drive over.

What remains to be desired in such roads? What more can be claimed for them? Such roads in the Eastern and Middle States would be bottomless sloughs in spring, fall, and winter, and dust heaps in summer. The peculiar conditions which render such roads possible in Nebraska and Iowa can scarcely be found elsewhere. It may pour whole days, and yet after the storm has passed the waters run off or dry up immediately, and you can walk over the rain-soaked ground without wet feet or muddy boots.

The deep sandy loam drinks up the water, and one walks at once over dry ground. This could not be so in any region of thin soil abounding in clay. There it would be muddy for days after even passing showers, not to mention lasting storms.

The roads are hard, yet elastic and easy on the hoofs of our domesticated animals. This is strictly and literally true. The loess, which affects the soil more or less, together with the humus of decayed vegetable matter and sand, smooth down like modeler's clay and bind together in a lasting manner. This, however, affects the mere surface, the loam below it being unpacked and elastic. This loess is a most singular deposit, though so soft and plastic it retains its position for years.

In Omaha, streets have been cut through, leaving great prisms of loess standing, twenty to twenty-five feet high, with nearly vertical walls. The beating of the elements for years on this seems to produce little or no wear and tear.

Cellars dug in it need no walls, and yet they are fixed and durable. As to the lucky escape of Nebraska farmers from bottomless roads in spring and autumn, these facts must be taken into account. Summer blends into autumn and autumn into winter insensibly, and with very little rainfall to produce mud. The dry, smooth roads of autumn pass unchanged and insensibly into the frozen roads of midwinter. Winter is to be likened to a protracted autumn until late in January or February, and sometimes the frozen roads of winter change into the dry roads of spring without a breaking up. However, if there are bad roads at all they are found in spring. For about the time of the annual spring freshets common to the Missouri and all its great feeders, it rains pretty steadily, sometimes for four or five weeks, soaking the ground and filling it to saturation for future use. Even then the roads constantly traveled on

SUGAR \$1.47 Per BBL

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to any city in United States if you send the full amount with the order \$11.98. If you wish us to ship you these goods to your city with the privilege of seeing them all before leaving one cent, and fact found in every way as represented and the same goods as what you would have to pay your merchant \$20.98 for, they can be returned to us at our expense. If goods are shipped C.O.D. we do not pay freight. Free 88-page Grocery List.

No. lbs.	Merchants Our	Price.	Price.
80 Bbl Best Granulated Sugar.....	\$1.47	\$1.47	
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2 Coconut.....	80	40	
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1 Cinnamon.....	60	70	
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5 Baking Powder.....	2.50	1.50	
4 Oz. Lemon Extract.....	10	35	
4 Oz. Vanilla.....	75	35	
5 Bars Castle Soap.....	60	30	
10 Java & Mocha Coffee.....	4.00	2.50	
1 Gun Powder Tea.....	80	80	
3 Golden Rio Coffee Compound.....	90	40	
10 Bars Laundry Soap.....	40	25	
1 Oz. Pure Indigo.....	65	40	
10 Bars Tar Soap.....	1.00	40	
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5 Best Rice.....	50	15	
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2 Pkgs. Yeast.....	10	5	

Your saving...\$9.00 Merchants Price \$20.98 Our Price...\$11.98

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1 handsomely tailored Prince Henry, business sack suit, MADE TO MEASURE; 1 pair latest style shoes; 1 Derby or Fedora hat; 1 fancy shirt, 2 cuffs to match; 3 undershirts, 2 pairs undershorts; 1 necktie, any style; 1 pair fancy hose; 6 4-ply linen collars; 4 gold plated shirt buttons; 1 pair fancy suspenders; 1 gold scarf pin; 3 gold and pearl shirt studs; 1 pair gold plated link cuff buttons; 1 pocket knife (extra quality); 1 pair hose supporters; 4 linen and 1 silk handkerchief; 1 gent's pocket book; 1 fine 18k initial gold ring, initial; 1 American watch; 1 gold or fancy fob watch chain; 1 handsome gold watch chain.

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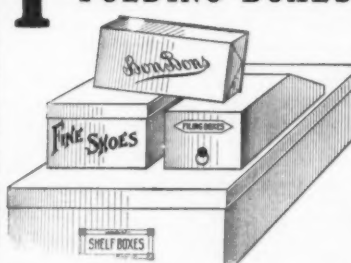
\$10 buys a good size. \$22 buys size 5½x7 feet. very heavy and thick

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Will be worth \$10 to you to read what Balzer's catalog says about rape.

Billion Dollar Grass will positively make you rich; 12 tons of hay and lots of pasture per acre, so also Bromus, Paspalum, Speltz, Macaroni wheat for arid, hot soils, 45 bus. per acre, 20th Century Oats, 2.50 bus. per acre and Teosinte, Yields 100 tons Green Fodder per acre.

For this Notice and 10c. We mail big catalog and 10 Farm Seed Novelties, fully worth \$10 to get a start.

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SEED Catalog Free.

We will send you free our Large Illustrated 1903 Catalog. Contains everything in the line of seeds for the farm, home or market garden. All the old reliable varieties and some things now offered for the first time. Special prices to cash buyers. Best, most reliable and cheapest seed collection offers ever made. Plants for ornamenting grounds. Full line garden tools, etc.

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DIRECT FROM US AT FACTORY PRICES

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RUBBER TIRES When Wanted
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\$300 Genuine Confederate Money for \$1
Money, \$1,000 for \$3; sample bill, 25c
Send money by registered letter.
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and then ours if you're not satisfied, that it is the
most stylish and finest finished buggy you ever saw
in your life. Remember we claim everything for

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and do not sell rat-trap jobs. Our goods stand in
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\$27.50 is all that you have to pay for
one of our full-rigged Top
Buggies. Outtemper springs; fine finish;
worth double the price. We make
harness too. Write for Catalog
and liberal agency plan.
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Two profits are saved to you. Satisfaction is guaranteed, or you can re-
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the largest assortment of buggies, surreys, phantoms, carriages, and
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DEATH CAPSULES, McCALLS
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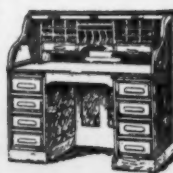
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and cut up during the storm are in fine condition.

Those alone are impassable which pass through swampy land where water stands, a test that no road could stand. While there are local spots where a clayey or gumbo soil makes exceptions, yet it is believed that the above is a reasonably fair and accurate statement of the actual state of affairs throughout Nebraska.

If the roads dry off quickly, so do the fields, and farmers can resume their work almost with the very cessation of the storm.

Soaking into the ground as the rains do, prevents undue and excessive wash of roads and fields, which in less fortunate regions carries away the fertile soil, leaving the clay knobs and ridges and bare hillsides and gullied roads. This may account in part for the fact that soils, like a black mantle, extend alike over the hills and down the hollows. To those familiar with the conditions in Eastern and Middle States it is always a source of surprise to find the hills and dales of Nebraska equally covered with soil, and to find the roads that wind over them black as powdered coal, whether on the knobs and ridges or in the hollows.

NEW TRAINS GO FAST

Forty-two and a fraction miles an hour, including stops, is the schedule which the Great Northern Flyer has to make between Barnesville and St. Paul. The new Puget sound express will have to move at about the same rate.

The engines that will pull the trains over the Minnesota and Dakota divisions are among the biggest in the West. Full of coal and water, engine and tender weigh 287,000 pounds. The tanks hold 6,000 gallons of water, and the tenders carry twelve tons of coal. From the tip of the pilot to the coupler at the rear of the tender is sixty-four feet five inches. The drivers are seventy-three inches in diameter. The stacks are not so large as a joint of stovepipe, but the top of the stack is fifteen feet two and three-quarter inches above the rails. The boiler will carry 210 pounds of steam.

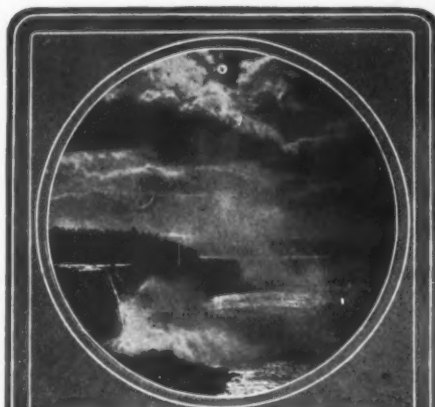
A STOCKMAN'S PARADISE

The western half of North Dakota is a veritable stockman's paradise. In few sections of the United States is there to be found a greater variety of grasses, richer in the elements calculated to fatten all kinds of stock, nor in greater abundance. All the year around stock live on the ranges, passing through the winter with small loss as compared to other sections. Thousands of cars of cattle, horses and sheep are annually shipped from the country west of the Missouri River, where, besides the exclusive stock raiser, nearly every farmer has his bunch of cattle, sheep or hogs in addition to his farm.

North Dakota ranges have become so famous, and their products such favorites, that stock is frequently driven from other States to fatten here, and shipped out in the fall as North Dakota beef.

In addition to range cattle and horses many raisers are making a specialty of fancy stock, samples of which have brought enormous prices at the Chicago market, presaging a bright future for this branch of the industry.

North Dakota wools are far above the average in weight and quality, and the State woolen mills make of them the finest grades of flannels and cloths. These wools are prime favorites with Eastern buyers, and command the highest prices.



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TELLS YOU all you want to know about these localities. It tells you about new industries and the possibilities existing for others. It tells you about agricultural districts which are flourishing or will flourish when developed. It tell you of new towns started and those which are increasing in population very rapidly and which invite the attention of homeseekers and investors. Subscribers have the privilege of making inquiries regarding certain sections of the country they are most interested in.

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In addition to the above extraordinary premium I will send you my special "Good News Package," containing views and interesting data regarding the soil, climate, etc., of the Northwest.

\$2 ALL THIS FOR \$2

LOTS OF WORK ON NEW TRAIN

"People who believe that when the manager of a great railway system decides to place a new train in service, all he has to do is to push a few buttons, give an order or two to get out some surplus equipment, and the thing is done, would be undeceived in short order if they could spend a few days in this building," remarked a railway official yesterday to the Pioneer Press man.

It was announced last Sunday morning that the Great Northern would put on a new train between St. Paul and the coast. The order for the train was not signed by the general manager until late Saturday evening, which left only a week to prepare for the service.

Every department of the general management of the road was put to work on the details of the new train service. Hundreds of employees in St. Paul and scattered between St. Paul and the coast were set to work. The fifty-two traveling and immigration agents had to be supplied with literature advertising the new train, for business for the new service would depend largely upon the work of the traveling agents.

There will be eight fully equipped trains instead of one. St. Paul and Seattle are 2,000 miles apart, and it takes a train about sixty hours to run that distance. But a train has to start from St. Paul at the same hour every day, so by the time the first train reaches the coast there will be two other trains just like it following a day apart. A train must start from Seattle every day, and when the first train from the coast reaches St. Paul there will be two other trains a day apart between here and Seattle. That means that there will be six trains in motion all the time. But a train cannot be started back on the 2,000-mile journey as soon as it reaches one end of the line, so there is one full train at each end of the line all the time, being overlooked by car inspectors, and cleaned by the car cleaners. All this week the company has been taking extra cars toward the coast, attaching them to the regular trains or sending them forward as extras, to have enough equipment at Seattle for the east-bound trains.

The eight new trains mean that as many men will be promoted to the new passenger runs and a full corps of brakemen, and those men are hustling to have their new uniforms ready for the first trains. In the general superintendent's office clerks are preparing the skeleton of the new time-cards; and all along the line from St. Paul to the coast each division superintendent is preparing the details covering the time card for his division.

The superintendent of motive power has been informed that he will be required to supply eight of the big passenger engines to haul the trains, and new engineers and firemen will have to be promoted for the new passenger runs.

The superintendent of dining and sleeping cars has been arranging for the eight new palace sleepers, new tourist sleepers and new dining cars. Messages and orders have been sent to the commissary stores at points along the line to increase their stocks so as to be able to provision the new trains. It takes two chefs for each dining car, and three waiters, so there will be sixteen chefs and twenty-four uniformed waiters to appoint.

Even the Great Northern Express company did not escape the general bustle to get the new trains ready. The express company had to provide eight express safes and a corps of express messengers.

There will be extra mail service, but the railway company only has to supply

\$14⁻⁷⁰ and this Beautiful Couch FREE

We are determined to convince you that we sell the very best groceries direct to you cheaper than they can be purchased any place else in the world. We have decided to offer you a greater bargain than you ever heard of by presenting you with this Beautiful Couch absolutely free with the accompanying Staple Grocery Order for \$14.70.

This Couch is 27 inches wide, with inter-locked coil steel springs, spring edges, covered with a high-grade damask, deeply tufted, and six-inch fringe around base.

We Guarantee every item to be good or any bank will tell you we are responsible.

Send \$1.00 and say you want Order No. AW230 and we will ship both the couch and complete grocery order by first freight. Look them over carefully and if you find it to be the most astonishing offer you ever saw pay the agent the remaining \$13.70 and charges. If not entirely satisfied we will refund your \$1.00. Ask for our free Grocery Catalogue No. 74.

Ref. Ft. Dearborn Nat. Bk. **RANDOLPH MERCANTILE CO., 18-22 Michigan Ave., CHICAGO \$14.70**

Above Beautiful Couch	Free
40 lbs. Granulated Sugar	\$1.49
29 lb. box Fresh Soda Crackers	1.00
1 gallon can California Plums	.30
10 lbs. California French Prunes	.55
10 lbs. best Japan Head Rice	.65
10 lbs. California Peaches	.80
10 lbs. Reid's Java Coffee	2.50
4 1-lb. packages Baking Soda	.50
4 bars H. & K. Scouring Soap	.30
6 lbs. best Tapioca	.35
6 cans Early June Peas	.55
1 lb. Pure Black Pepper	.25
2 lbs. best Shredded Coconut	.40
1 lb. best Table Chocolate	.25
2 lbs. best Mixed Tea	.35
1 pt. Witch Hazel	.23
1 lb. jar Vaseline	.23
1 lb. can best Baking Powder	.25
1 pt. each, Vanilla and Lemon Extract	.35
10 bars best Washing Soap	.40
2 1/2 gal. Kit Rock Candy Drip Syrup	.90
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the equipment. Uncle Sam. will furnish the men.

The keynote of the service, however, is contained in the message which one of the company's officials sent to another yesterday. This was his message:

"No excuse will be accepted. I know the new schedule is fast, but the trains must make the time."

COST OF RAISING CORN

Secretary F. D. Coburn, of Kansas, has compiled statistics received from forty-five counties in the State, showing the cost of raising an acre of corn. The itemized summary is as follows:

Seed	\$0.07
Plowing	1.03
Harrowing	.24
Planting	.26
Cultivating	.98
Husking and putting in crib	1.18
Wear and tear and interest on cost of tools	2.35
Rent of land (or interest on its value)	2.35

Total cost	\$6.40
Cost per bushel	.16

A few of the above items are possibly a little bit low for many sections of the Central West, says a writer. The item of seed, for example, is exceedingly low. Of course where one raises his own seed the cost of this is practically the same as it would be for corn that is fed out to farm animals. On the other hand, if seed of good quality is purchased twenty-five cents per acre would be a reasonable cost. The item of husking and putting in the crib is also low when the present prices of labor are considered. Throughout a large area of the Central West it has cost three cents per bushel to husk and crib corn this season. The rent of land is also somewhat lower than the average over the corn belt, as land rents all the way from \$1.50 to \$7 per acre. In some cases where land is rented on shares and the soil is good, the owner receives even more than \$7 per acre.

Taking it one year with another we think that it will be found that its costs about \$10 to raise an acre of corn. However, it is not so much the cost per acre that is of such vital concern as the cost per bushel. In this instance Secretary Coburn reckons the average yield at forty bushels per acre, thus making the cost of raising a bushel of corn sixteen cents. Were the yield sixty bushels per acre the cost of raising a bushel would be 10.6 cents, while in the case of an eighty bushel yield, which is not unreasonable, the cost would be eight cents, based on Secretary Coburn's figures. Of course a larger yield would involve a greater outlay for husking, thus making the cost per bushel a trifle more than the figures given. So far as we are able to understand the situation, there will never be a time when an acre of corn can be raised more cheaply than at present. By this we do not mean that a bushel of corn cannot be raised more cheaply; indeed it is in this direction that farmers of the corn belt must practice economy. This means the use of better seed; it also implies taking better care of roughage on the farm and the manufacturing of this into farm yard manure, while it means utilizing the principles of rotation to the greatest possible extent.

Furthermore, good cultivation is of supreme importance, because on our high-priced land we can no longer afford to produce a crop of weeds as well as a crop of corn each year. By following along these lines we see no reason why corn cannot be raised in the future for ten cents per bushel or even less.

A HOME IN North Dakota

Safeguards the happiness of future years

"Valuable Information Relative to N. D." is the title of a little booklet gotten out by us. Send for it. It is free.

"A Home in the West" is the title of another booklet. Do you want it? It contains full descriptions of seventy-five bargains in land.

HERE IS A NICE BARGAIN
No. 2550-100 acres in Pierce Co., 9 miles from Rugby, the county seat, and 2 miles from Postoffice. Price per acre, \$12.50

Write us for any information you may want relative to the country in general, or with reference to our lands and it shall be promptly furnished. Send for our State Map.

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Should you have land to sell let us know.

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Dr. O. K. CHANCE.
580 Syndicate Arcade, Minneapolis, Minn.

IS CORN THE KING

"Corn is king" has been the slogan for several years in the corn-growing States of the Middle West. The latest candidate for kingship is alfalfa. It is fast being recognized as the most profitable crop known in general agriculture. Unfortunately for the agricultural interests of the country as a whole the area in which it can be successfully grown is not large. It does well under irrigation in Colorado, Wyoming and the Western Mountain States. East of the Missouri River too much moisture interferes and it does not seem to thrive in the far North or far South. The soil and climate of Nebraska and Kansas are especially adapted to this crop. It grows most luxuriantly in the valleys and produces an excellent crop on the hills. Because it grows so rapidly there are generally four cuttings each season. Each cutting averages one and one-half tons to the acre.

What makes it so profitable? Where sold for hay the average net income can be conservatively placed at from \$12 to \$16 per acre. Many regard this as the least profitable way of utilizing the crop. Its value lies in its usefulness as a feed for every animal on the farm. It is a balanced ration that not only sustains the animal, but adds flesh. It is fed with grain to fattening cattle. It is the basis of the feed given dairy cows, increasing the milk flow by a large percentage. Sheep devour it greedily and fatten rapidly, with small grain ration. Hogs are easily fattened on alfalfa, and can be pastured on it or fed the dry hay. Careful experiments show that three acres of alfalfa hay and two of corn fed together to hogs, cattle or sheep, will produce more gain than ten acres of corn fed alone. This is estimating corn at forty bushels to the acre, which is above the average in any State, and alfalfa at four tons to the acre, which is a minimum yield. The value of green alfalfa pasture for hogs has long been recognized, but the value of dry alfalfa hay as a hog feed is not yet fully understood by many who raise it.

The commandant of the Nebraska Soldiers' Home in Hall County, Nebraska, in his report to the State Bureau of Industrial Statistics, places the net annual income to the State from 200 acres of alfalfa on the farm at \$5,000, or \$25 per acre.

Alfalfa is not a difficult crop to raise, being sown in the spring. The preparation and seeding is done in the same manner as for wheat or oats. Only one crop can be secured the first year, and that is not always a good one, but once started there is no limit to the time it will thrive and produce. It sends its roots down to moisture, ten or more feet below the surface, and is little influenced by climatic conditions, which everywhere have a bearing on every other crop. The effect on the soil has been fully demonstrated by plowing up the alfalfa and sowing to other crops—corn, wheat, potatoes. The increased yield of these crops is phenomenal, showing that the alfalfa roots have nourished the soil.

All things considered, it is a marvelous crop, more profitable than either corn or wheat or kindred crops, easily cared for, is not a tax on the soil, but a fertilizer. As a stock food it has no superior. It satisfies any man who experiments with it and the interest in its propagation is growing into an enthusiasm.

When the value of the crop becomes more widely known, the land in the belt in which it thrives best will sell on a basis of its earning power, and will then be the highest-priced agricultural land in the country.



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Smokes meat perfectly in a
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Delicious flavor. Cleaner, cheaper. No
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and clearing land for you-
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Stump Puller is the best.
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\$45 WKLY selling at NE PUMP GOVERNORS.
They make all pumps work easy
and fit all kinds, iron or wood. Mills run
with less wind. Agents sell it. **PUMP GOVERNOR**
MANUFACTURING COMPANY, Dept. 4
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We offer for sale 60,000 acres as a whole or in tracts of 5,000 acres and upwards. These are the **Choicest Farming Lands West of the Missouri River**. Free Homesteads may be had adjoining most of these lands. Soil rich, level to rolling, underlaid with a vast deposit of lignite coal, well watered. Selected years ago and now offered for sale for the first time. This is the best tract ever offered for colonization purposes, as free homesteads can be taken adjoining each section. The lands will readily sell at retail at from \$5.00 to \$15.00 per acre being close to cities, creameries, railways, etc., and for the next 60 days special terms will be made to organizers of colonies. This is the last opportunity to secure low priced farming lands in North Dakota. This entire tract is located in the best wheat and flax district west of the River. South of Gladstone on main line of Northern Pacific Railway.

The Sales of Farming Lands made by this Company aggregate over 2,100,000 acres
2,400-acre Bonanza Farm in Traill County, North Dakota (extensive buildings and all cultivated) adjoining the village of Cummings. This splendid farm, the most beautiful in the Red River Valley, will be subdivided into small tracts and sold on reasonable terms at 6 per cent. Special price for next 60 days. **WRITE FOR FURTHER INFORMATION TODAY.** Agents Wanted

\$2.50 to \$4.50 PER ACRE. EASY TERMS
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**Homesteads
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**Located at a
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These very cheap tickets are provided for just such people as you, to enable you to go out and see for yourself what a really wonderful and prosperous country it is.

If you can wind up your affairs at once, go prepared to stay; and when you get settled, send for the folks.

You will be a man amongst men out there, not a drudge. In a few years, if you are worth shucks, you will be prosperous.

At any rate, cut out the coupon in this advertisement, fill it out and send it to P. S. Eustis, and he will send you at once a folder telling all about the ticket rates, how to go, the different routes and trains, and about our comfortable tourist sleeping cars. \$6 for a double berth, holding two, Chicago or St. Louis to the Pacific Coast. Send for a copy to-day before you forget it.

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THE NORTHWEST MAGAZINE

A TRIUMPH



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During 1902 more McCormick machines were sold than in any previous year, a fact which attests the wide-spread popularity of the world-renowned machine. The seventy-two years success of the McCormick has made this name a household word throughout the world.

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teaches how to make poultry pay, makes experts of beginners, and turns loss to profit. We will send it to you for a whole year, twice a month, 24 times, for 50 cents. We want agents too. Good pay, big premiums or cash. Send for a free sample copy.

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There was a man in our town
Who thought himself quite wise,
He said the poultry papers
Were filled up full of lies.
He said his wife kept chickens,
And that they didn't pay,
They had enough to eat—he said—
And yet they wouldn't lay.

One time **COMMERCIAL POULTRY**
Was sent him by a friend,
He read and practiced what it taught—
His troubles had an end.
Now he and his whole family
Are happy as can be.
When asked what made the change he says:
"COMMERCIAL POULTRY—see?"

LADIES

Use our harmless reliable Remedy for delayed or suppressed period; it cannot fail. Trial free. Paris Chemical Co., Milwaukee, Wisconsin.

CREAM SEPARATORS

All about them and other things for the dairy and creamery. A. H. REID, Philadelphia

THE BUZZARD WATCH

CONTINUED FROM PAGE TWENTY-TWO

to light until it was told to me by "Bangs" recently. I make it known for the first time now and in the characteristic language of the inimitable Bangsey.

"That guy Doolittle was a lalapaloozer. He's over in Sweden now doing the famine stunt."

"How did he pull off the big Mead scoop? Well, I'll tell you. When I explained to him how Mead's secretary was going to give out the news, having the boys all lined up and then making them walk back to their tents in a body, Doolittle began to do a tall line of thinking. He finally thought out a regular Napoleonic scheme and put me next to it."

"Now, Bangsy," says he, "every time we correspondents line up before the secretary to get the news you watch me like a cat, with your hand on the ticker. If I just simply stand there and do nothing, you'll know that the old man is still living. But if I take off my hat then send the message that John Mead is dead. And the first thing you do now is to get up a code with the home office. It takes too long to spell out all those words. Fix up one word that will tell he is dead and the hour. See?"

"Well, you just bet I did see. On the fourth morning, when the day was just breaking, the secretary came out of the house and motioned for the boys to come up the walk. When he had them all lined up, he said a few words to them. I was watching old Doolittle like a tramp does a free lunch counter. Doolittle whipped off his hat as if in reverence to the dead. 'Click, click, clickety, click!' went my code word, and that's how we turned the trick."

+

CLOCK ON A STRIKE

Strikes are contagious. The spirit of unrest has affected even the clock on the federal building of Omaha, Neb. This horological disturbance was an anomaly in strikes, however. Most strikers are anxious for fewer hours of labor, whereas this timepiece persisted in sounding thirteen when it was only eight o'clock. The Omaha clock should be fined for working overtime.

+

MINNESOTA'S FIRST CENSUS

Former Governor Ramsey loves to tell of the first census taken in Minnesota.

"I was territorial governor of Minnesota in 1849, and the census was taken that year for the first time," said the governor to the Duluth Tribune.

"The Territory of Minnesota at that time covered what is now North Dakota and South Dakota, as well as that territory within the present boundaries of the State. Well, the enumerators found there were 5,000 white persons in that broad domain.

"It amuses me to recall that some people questioned the accuracy of the count. They declared we had counted everybody who had adopted the custom of the whites of drinking whiskey and wearing pantaloons. The three States comprising the original Territory of Minnesota now contain altogether about 3,000,000 persons, and Minnesota proper has about 2,000,000. Minnesota is one of the very best and most promising States in the Union."

WE HAVE ALREADY STRUCK OIL

\$200

INVESTED NOW SHOULD
REASONABLY NET YOU

\$25,000

The Idaho-Wyoming Oil Co. owns 6,000 acres of the choicest land in the Fossil, Wyoming, oil fields, and two drilling rigs which with extra casing would cost over \$12,000. We have one oil well now worth \$73,000 per year to our stockholders, which will pay 5% dividends on all our out-standing stock after deducting all expenses. Any stock that pays 5% dividends annually is worth 85c on the dollar. Is it not so? Besides this the increasing values of our enormous land holdings makes the stock worth probably 50c per share more. Total \$1.35. We claim our stock is worth par or \$1.00 per share right now and those figures certainly show that we are reasonable in our claims. We are going to sacrifice enough of this stock at 15c per share to raise \$2,000 more as that will give us enough money to get oil. We are within 300 or 400 feet of the THIRD oil sand and expect a gusher within 60 days. If we get a large flow or a spouter every 15c you invest now should reasonably net you \$25. The small flow of oil that we already have completely and entirely protects our stockholders against loss and you stand a first class show to make a big winning.

We have raised about \$22,500. Our stock has been on the jump for the last two months and is still going up. You will never see another ad. in this magazine at 15c per share and we doubt if you will ever see one at any price. We are liable to strike a gusher any day and if we do the stock will be instantly withdrawn from the market. If you don't buy this stock at 15c per share you will be very sorry before many weeks have gone by. Our crews are all at work and we expect a telegram saying that we have struck a large flow of oil any minute.

Some of the best known men in the United States—men who have been eminently successful in life are spending thousands upon thousands of dollars developing their holdings in these fields. United States Senator W. A. Clark of Montana owns two sections of land adjoining ours and late last fall at a depth of 1175 feet got the tools and casing stuck in a bed of gypsum and laid his

men off till warm weather. Old oil men say that gypsum is always found capping oil and that he will get a large flow when he gets through it. Matt Dougherty, formerly oil inspector of Nebraska and one of the best oil experts in the world is also heavily interested so is W. J. Bryan of Nebraska and Stephen B. Elkins of W. Virginia. Joe Chanselor of California who is worth \$15,000,000 and who made it all in the last two years in oil is another heavy investor. United States Senator C. D. Clark of Wyoming owns probably 3,000 and has bought and sent into these fields three of the best drilling rigs he could buy. He has secured one small well which has already paid him for his outlay. Governor Hogg of Texas and Messrs. Guffy and Galey, all of Texas oil fame, have this spring sent twenty drilling rigs into our county, most of which will go to Fossil, and the governor says he will get oil or spend \$25,000 on each rig trying. It is pertinent right here to ask the reader if he is not willing to invest a few hundred dollars where all these well known men are investing thousands. Gentlemen, if these statements are true you do not need to hesitate another moment. One man told us that if we were not misrepresenting these things he would send us \$1,000 immediately. We told him to take the train and go to the oil fields at our expense, and if he does he will send us his money. Surely an investment that is good enough for those gentlemen is good enough for the average investor. \$1,000 is not too much to invest in this stock.

There are probably 150 oil springs within a radius of six or seven miles of us and on every side of both of our rigs. Gas and oil are constantly escaping from the ground all around us. Before May 1st we will be surrounded by derricks. If you will invest a few hundred dollars with us on condition that we have made no misrepresentations to you we will furnish you free transportation to and from Fossil.

We refer you to any bank, Bradstreet or Dun; Hon F. W. Hunt, governor of Idaho; Frank Martin, attorney general

of that state; H. E. Neal, cashier of the Capital State Bank, all of Boise, Idaho, or any bank in Boise or Pocatello, Idaho, also to Joseph Perrault, U. S. surveyor general for Idaho, who is one of our directors. Do you want any better references than those? Did you ever see a company that had better references? If you will telegraph any of them and your replies are not favorable this office will pay for your telegrams. If your replies are favorable you cannot only afford to pay for the telegrams yourself, but to buy a large block of stock besides. Our officers and directors are first class business men; well known and responsible and any of those banks or gentlemen will tell you so.

There is one well just north of us flowing two barrels per minute. If we get as good a well as that it will make our stock worth \$40.00 per share. Our wells are located in Uinta County, Wyoming, and every geologist who has ever examined those fields has passed upon them favorably. Our oil has a paraffine base and contains over 18% of paraffine. Gasoline, Rhigoline, Benzine, Paraffine, or any of the by-products manufactured from any oil in the known world can be obtained from our oil. The United States government reports for 1899 quotes it as having a market value of \$8.00 per barrel. Contrast this with Beaumont oil at 67c and the best Pennsylvania oil at \$4.00 per barrel, while the average for the whole United States is less than 80c per barrel. We are anxious to have you see our prospectus and we want you to write for it to-day. We are sure we can interest you and if we can't convince you that our stock is a first class investment you do not need to buy a share. We want your money to assist us in developing these fields and we are willing to share with you the immense wealth that your co-operation will produce. Price of our stock is 15c per share straight and no discounts and it will advance again within 30 days. You are completely protected against loss in buying this stock and if we strike a large flow or a gusher it will certainly go to \$25 or higher. If you are interested write us for particulars at once.

Make all checks, drafts and money orders payable to the
Idaho-Wyoming Oil Company

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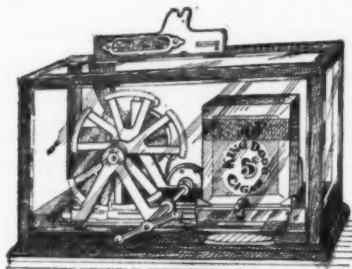
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Invest \$10.

Obtaining
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in an established
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Here is an opportunity for people of moderate means to share in the profits of an established business already earning money and owning great exclusive monopoly—and it can be done on easy payment plan of \$10 down and \$10 monthly for seven months afterwards—making it possible for every reader to take advantage of this exceptional offer. Read this carefully, it presents the best offer ever made you.



Our machine is at once a salesman, a show case and a cash register—placed on counter, on showcase or in hallways, factories, depots, smoking cars, lodge rooms, barbershops, waiting rooms, dance halls, shops, clubs and bar rooms, or in any place where men congregate; it attracts attention and is an accommodation to the public.

THE COMPANY

The National Automatic Cigar Vender Company was organized under laws of Minnesota to manufacture, lease and sell territorial rights of our patent Cigar Venders and is capitalized at \$100,000, divided into 2,000 shares of \$50 each.

REFERENCES: BRADSTREET'S AND ST. PAUL BANKS.

Send Coupon at Once

As the fifty thousand readers of this can only get one thousand shares—you can readily see that to get yours it will be necessary to act promptly. Send in at once and be sure of it. Then investigate and if you find any misrepresentation, your money will be refunded you. Could any offer be more fair? Sit down right now and send \$10 to pay for five shares. It will be the best investment that you ever made

FILL OUT AND MAIL THIS COUPON NOW.

TO THE

**National
Automatic Cigar
Vender Company,**

German's Life Ins. Co. Bldg. St. Paul, Minn.
E. E. Clark, Pres. W. J. Prendergast, Tr.

Enclosed please find \$10, my first payment on five shares of stock. I agree to pay balance in seven monthly payments of \$10 each.

Name _____

Address _____

all stockholders, large or small, share in all the profits. We own a great popular monopoly. The only machine actually operating successfully under U. S. Revenue laws—taking cigars from original box. In less than three months we have succeeded in actually earning money for present stockholders; by leasing machines, by selling rights and on sales of cigars.

OUR PROFITS

We wish every reader would prove for himself the wonderful earning powers of this invention by actually testing a machine.

We are selling territorial rights to men in small towns and to sub-companies in large ones, while big cities are kept for ourselves—we are writing contracts every day for these rights. Chicago alone could support 1,000 machines easily—earning \$75,000 yearly—at lowest figures. We rent all machines, never sell them, thus get a perpetual revenue for stockholders, and always keep assets intact. We sell cigars to operators thus making a profit and insuring a high grade of cigars.

OUR PLANS

We offer public 1,000 shares of stock at \$16 per share, par value \$50, for increasing working capital. Why? you will ask, do we sell stock? Why not take out of profits enough to increase number of machines? This is easily answered—we never sell machines; all are rented. Every \$15 we get pays for a machine—now, stop and figure, if you had a machine in your town working in your depot waiting room it would sell from ten to thirty cigars daily. Say ten per day, at 2 cents profit each, or 20 cents per day, or over \$75 per year—five times investment.

We are now putting out but one hundred machines a month. We can easily place five hundred a month—thus increasing earnings by five hundred per cent., hence, the advantage to be gained by selling additional stock and thereby obtaining additional capital with which to put out more machines.

STOCK RAISING IN WASHINGTON

CONTINUED FROM PAGE TWENTY-EIGHT

several abattoirs of the Coast, in most instances. Under this inspection each carcass bears the Government purple stamp so that all consumers may see at a glance that the Government, by its civil service trained veterinary, has vouched for the health and wholesomeness of the meat. The purple stamp demonstrates that one of the Government employees examined that particular head of stock when alive and that later another employee was present at the moment of slaughter and examined the liver, lungs, heart and kidneys for every trace of disease.

As a result of this inspection, United States beees and hogs and sheep are prime favorites in the markets of Europe, where it is generally conceded that stock raised in this country is the best on earth, because of the climate, the general facilities and the care and caution exercised by the Government in preventing the spread of disease. With a continuation of this system, which is spreading and becoming steadily more efficient, it is only a matter of a very short time when meat from Seattle packing institutions will bear the same reputation in the countries of Europe, where a tremendous field is opening, and where, a demand once created, it will tax this region to the utmost to supply.

NATURE'S WONDERLAND

Subject of cover page illustration

The natural wonders of our Western mountain scenery surpasses that to be found in any other portion of this world. To the tourist the varied beauty and grandeur of the Rockies, the Cascade Range and other mountain ranges offers unsurpassed opportunities and as much variety as can be afforded in any similar section on this globe.

The especial beauty and grandeur of the mountain scenery in the Cascade Range has been an unending source of wonderment to the many who have been fortunate enough to visit this wonderland of nature.

Our cover page illustration gives an adequate idea in picture of the grandeur of this remarkable mountain range, so prolific in the majesty of its mountain peaks, its canyons and the thousand and one features which can be found only in this section.

One of the most beautiful peaks of this wonderful range of mountains is Mount Index (the subject of our cover page illustration). Time was when it took days of wearisome climb and many hardships to reach this wonderful peak, but now the traveler may sit in the comfortable observation cars which are run in connection with the Great Northern Railway and drink in the beauties of Mount Index and her sister peaks of the Cascade Range. It is strange but true that many of the people of these United States, who are fortunate enough to be able to travel and see the wonders of the world, overlook the fact that in their own land are far greater points of interest to be visited than in the old countries. Many who have spent thousands of dollars in visiting the famous places of the Old World have never seen the vastly superior scenery of their own country. With the splendid railroad facilities now offered in reaching these wonderlands of our own continent there should be a greater desire to visit these places.

The Luck Question

By Lee S. Ovitt



THE ELEMENT of luck should have no place in an investment—a gold mine investment. In these days, when the science of mineralogy plays such an important part in the discovery of the mine; when it can be determined with so much certainty just what the nature of the ore is, and the extent of the vein,—its length, breadth, and thickness,—the trend of it, as compared with other veins adjacent to it of proven richness, these things all carefully considered, the gold mine project loses its element of luck, and takes on more of the character of the manufacturing business, with gold as its product. No luck about such a proposition—with this exception—as was the case with the Cracker-Oregon Mine, where the values—good in the beginning—increased in such generous fashion, as to put that mine at the top of the heap,—and make it a serious rival to the North Pole, which it nearly adjoins.

That was luck. The Cracker-Oregon was ignored for years,—until we came along—but its possibilities as a producer, once we began investigating its surface showings, were not left to luck. We had a better plan of procedure than chance,—in forming our conclusions, and the science of mineralogy aforesaid was brought into play. I would hesitate a long while before inviting my public to take a chance on a good prospect.

In this connection I want to introduce a letter that I received lately from Charles Liebenstein, editor of the Blue Mountain American, which will show what I thought of this property, soon after its purchase, and also what I predicted for it, before 1902 was over.

I want you to read these letters if you will:

Sumpter, Oregon, January 2, 1903.

Mr. Lee S. Ovitt, Milwaukee, Wis.
My Dear Ovitt—Am in receipt of your favor acknowledging receipt of my Christmas greeting, and will inform you that I have no objections to your using it publicly if you desire. While it was intended purely as a personal communication, I have so often expressed the same sentiments publicly that I do not hesitate to do so in the form of an open communication. With compliments of the season, I remain,
Very sincerely,
CHARLES LIEBENSTEIN.

Sumpter, Oregon, December 30, 1902.

Mr. Lee S. Ovitt, Milwaukee, Wis.
My Dear Ovitt—As the season is approaching when all extend greeting to their fellow men, with wishes for peace on earth and happiness, I take this opportunity of recalling to your mind an occurrence that should be the source of great joy and confidence.

That it might be more vividly impressed upon your memory, I quote herein excerpts from your letters immediately after you began the financing of the Cracker-Oregon group in which you predicted with absolute assurance the great success that has attended development of that mine.

In your letter of May 30, 1902, you wrote: "In my opinion the Cracker-Oregon is just as good a mine as the E. & E., North Pole, Columbia or Golconda, at the same stage of development. When we have done as much work on the Cracker-Oregon as they have done on their properties, I believe that this group will show up fully as rich."

Again, on June 5, you wrote: "I want to say here now that you are going to see one of the biggest earners in the Cracker-Oregon that you ever saw in your life in that district. I do not know why, but I have the greatest faith in that proposition, and I think if the work is pushed right through and the property opened up rapidly, that you are going to get news of strikes there that will paralyze you."

Two days later, June 7, you wrote: "I want to call your attention again to the Cracker-Oregon and the fact that we are going to put it inside of eighteen months, in a position where you will point with pride to the fact that you recommended this stock for sale in your columns. The mine is there and we are getting into ore that will make your hair crawl and do sore eyes good to get sight of. That is all I have to say right now."

On June 10, in a letter regarding the outlook for the property, you wrote: "I am looking for \$50,000 ore in the Cracker-Oregon before we have driven the long, low tunnel, that we are now at work in 1,400 feet. This

is a conservative estimate on my part as to the value of the ore that we are going to strike. If I wanted to be optimistic I might lay claim to \$150,000 ore, but I never believe in being optimistic in cases of this kind."

These letters, Ovitt, were written when the Cracker-Oregon was in the merest prospect stage, as you will remember. It was also at a time when many of the mining men of this district seriously doubted the occurrence of high values in the parallel veins to the North Pole lode.

The far-reaching effect of your work on the Cracker-Oregon is yet scarcely appreciated. It, in fact, opened a new era of mining operations in the Cracker Creek district. Instead of there being one great Mother Lode, with a monopoly of values, as before understood, you have in the Cracker-Oregon proven that there is a great Mother Lode, or vein, system, with the prospects as good for values in one as the other.

With the most joyous greeting, and the hope that all your business enterprises will be entered into with the same foresight and acumen marking your mining operations in this district, I remain,
Very sincerely,
CHARLES LIEBENSTEIN.

I think these show conclusively that I was sure of my mine from the first.

The reason I bring up this line of argument is to strengthen my position in the present case, where I am offering stock in what is practically an extension of the Cracker-Oregon, the Cracker-Jack,—a mine that immediately adjoins the Cracker-Oregon, and is in fact a continuation of it.

I have made the bold claim,—in spite of what the Cracker-Oregon has shown,—that in my opinion the Cracker-Jack will prove to be a richer property and I hereby serve notice that if my predictions are not realized I will quit prophesying.

My claims are based on what I have seen and if I could have taken you—my reader—over this property and shown you the unmistakable evidences on all sides from which my deductions were made I am positive you would agree with me that all signs point to this as being a veritable gold mine, a diamond in the rough as yet, but destined to be a gem among mines, when put in shape—as it will be.

No element of chance, no trusting to luck in such a proposition.

We hear a great deal about the bad luck people have with gold mine investments. I hear such tales by the yard—but they don't interest me.

If people will buy stock in any enterprise, without a thorough investigation before so doing, I think they have no one to thank but themselves. I have heard, and no doubt you have, that old story of the man who has enough mining stock certificates in his strong box, that are absolutely worthless, to paper a room.

It is certainly expensive wall paper. I prefer to buy the other sort, to decorate my walls.

Years ago almost any man with a vivid imagination could conjure up a beautiful fairy story about some wonderful mine that some other man—(pickaxe variety)—had been put on to, by some third man,—and all that was needed was a grub stake.

These were the sort of gold mines that were never found—and it was often just about as difficult to find the promoter as the mine, after many days. He was hunting another mine.

Thank heaven that species of mine promoter is rapidly becoming extinct. We have to have a commercial standing in these days—and our business must be conducted on the strictest of business lines. Mine has to be and is—at least.

I invite the most searching scrutiny of my methods as a promoter,—just as I do of my mines—realizing fully that the very nature of my business calls for care-



LEE S. OVITT

ful and conservative methods to a degree not found in many other lines.

Luck must have no place in a transaction involving the savings of years, it may be—which are invested, on my recommendation, to provide an income for old age.

You have a right to demand that I exercise my best faculties to insure the success of the trust imposed.

I shall not fail to do so. I have only one plea to make in conclusion, and it is this: don't say to yourself—I am an unlucky investor.

Don't, even though you may have been unfortunate in some gold mine deal in the past,—don't condemn all gold mine investments. It may be that you erred in judgment—perhaps the promoters did, although both acted in good faith.

There are plenty of good gold mines, and if you will look up the figures you will be astounded when you see what a colossal sum was credited to gold mine stocks last year.

You rarely hear of the good stock, for people as a rule don't publish their sources of income from the housetops. All of the great producing mines had to have a beginning, just as these mines I have sold stock for have begun.

The Cracker-Oregon stock was first offered in April, 1902, for a few cents a share.

A recent transfer in one of my offices showed that it had sold at \$1.50 a share, and the mill is barely completed.

It will pay dividends this year. The Cracker-Jack will be hurried along in the same way. The stock can be had to-day at a nominal price, but it will soon be sold.

Such stock doesn't go begging for buyers.

First let me send you the prospectus. There is nothing left out of this book that an investor needs to know.

It goes into details, and I fail to see how any person can read it and not be impressed with the offering it contains.

It points the way to a realization of the hopes we all hold in common, viz., that we may enjoy an old age, free from care, with an assured income to provide the comforts that are so necessary when the evening of life shall have come, and the earning capacity is over.

Send for this "Book of Particulars" to-day.

LEE S. OVITT
FISCAL AGENT

Main Offices, Third Floor, Merrill Building.
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All that we ask is that you investigate. A postal card will bring to you our prospectus with absolute convincing proofs that our proposition is the best on the market today. Our prospectus tells the story. Any further information desired will be cheerfully given. Address,

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CHICAGO, ILL.

POINTS AND FACTS REGARDING THE PEOPLE'S UNION OIL CO.

The Management will bear the most searching investigation. The stock is fully paid and forever non-assessable. The business of our Company is to produce and refine Oil. A 1,500-barrel refinery will be constructed by the Company. This refinery will pay the Company \$105,000 per month. The Company owns 1,040 acres of high grade illuminating oil land in the State of Colorado. They also control for 20 years 500 acres in Kern County, California. Thousands of dollars have been expended for buildings, machinery, etc., to develop our rich territory. We own enough ground for 400 wells. Dividends will be paid our stockholders within six months from date. An investment in the PEOPLE'S UNION OIL COMPANY'S treasury stock is as safe as Government bonds. The price of illuminating oil has advanced 4 cents a gallon since September 20th—this means an addition of \$65,000,000 in profits per year for the oil companies of the United States. More fortunes have been made out of oil than any other product mother earth has yet given up. It is the cleanest money in the world.

A SPLENDID ORGANIZATION

The creamery organization in the state is one of which Nebraskans are justly proud. It has been pretty well demonstrated in past years, that individual butter making and butter marketing will never place a country in the front rank of butter producers.

There is probably no reader who has reached the age of maturity, who does not recall the backaches induced in pumping the dash of the old family churn. That was one way to make butter.

Then came the age of progress, and, in the latter part of the eighties, creameries came into existence, and the dash churn was relegated to the garret alongside of the scythe, the cradle, and the flail.

A dozen years of the creameries, with their centrifugal separators, and half a dozen years with their Babcock testers, have revolutionized dairying. Scientific breeding of dairy cows has taken on a new importance since this tester was invented in '94, by Prof. Babcock, at the Wisconsin Experiment Station. It is estimated that that tester alone has added \$1,000,000 a year to the Wisconsin farmers' income by showing which cows were producing the butter and which ones were not worth their feed.

Scientific handling of cows in the last ten years in Minnesota has doubled the product per cow. Minnesota cows ten years ago averaged only eighty-one pounds of butterfat per year and they now average 160 pounds throughout the State. In the best dairy counties the cows average over 200 pounds of butterfat, and, in many herds, over 300 pounds.

Wide-awake farmers are testing every cow and slaughtering all which fail to pay their board, according to this accurate ac-

countant. The inventor of this tester never asked for a patent on his device, but gave it freely to the dairy world, in the interest of applied science.

Just as the dash churn method of making butter involved a waste of energy, so it is now maintained that the method most generally in use at present—hauling the whole milk from one to eight miles to the small creamery, there to be separated, and then hauling the skim milk back to the farm to feed the calves and hogs—involves a waste of labor. It requires the work of a man and a team during most of every morning at an actual expense which, in the aggregate, is great. There are other objections to the method, prominent among them being the fact that the skim milk when it reaches the farm, has lost its animal heat, and in hot weather is sour and unwholesome.

A great step, then, in advance of this system of separation of the cream from the milk, at the creameries, is the use of small centrifugal separators on each farm, either driven by hand-power, or by a gasolene engine such as should be on every farm for general purposes.

This method has grown very rapidly in favor during the last two or three years, and is destined to become generally adopted. It enables the farmer to keep his skimmed milk clean and unmixed with that of others' herds, feeding it fresh with the natural animal heat still in it. There is a great difference in the value of this fresh, warm milk for calves. Fewer calves suffer from scours and all grow stronger and healthier.

This method, too, saves all the daily hauling to the creamery, for it is necessary to take the cream only once or twice a week, and even then the load is much lighter. Instead of hauling 1,000 pounds

of whole milk to the creamery, and hauling 900 pounds of skim milk back, the farmer now gets just as much pay for hauling only 100 pounds of cream to the creamery and having an empty can to take home. And, by the use of a small inexpensive tester at home, every farmer can know, for himself, exactly the amount of butterfat he is selling, and consequently the value of his cream.

+

HAYNER WHISKEY

Thirty-six years of continuous success. Just think what that means. Thirty-six long years in business, each year more successful than the previous one, with never a backward movement, always growing larger, ever increasing in popular favor. How many that were doing business 36 years ago are even in existence to-day? Very, very few. In this age of development and fierce competition, a concern must do business right, treat its customers right and sell what is right, to even hold its own, much less advance. To do otherwise means that the concern of to-day is likely to be out of the running to-morrow. The graveyard of business failures is full to overflowing. But thirty-six years of continuous success and still growing. Think of it! How has it been accomplished? In just one way. By selling absolutely pure whiskey, direct from our own distillery to the consumer, saving him the enormous profits of the dealers, and carrying out to the letter every statement or offer we make, thereby creating a confidence with our nearly half a million satisfied customers that cannot be broken. Read our offer elsewhere in this magazine. The Hayner Distilling Company.

Where

Shall I Spend
My Next Vacation

?

Have you ever been to the Pacific Coast?
If not, come to Vancouver, British Columbia,
the Sunset Doorway of Canada ❧ ❧ ❧ ❧ ❧

For the tourist, no more inviting or interesting spot on earth can be found. Here are the Virgin hunting grounds of the "Great Northwest," while Fishing, Mountain Climbing, Boating, Bicycling, Sea Bathing, Etc., can be indulged in to your heart's content. It rejoices in an ideal summer climate; malaria, black flies and mosquitos being unknown. The evenings are always cool, and the air pure, refreshing and bracing, with a maximum temperature of 85 degrees

For further information and literature, write the secretary of the
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Send a stamp to get an answer to your inquiries concerning the **Irrigated Lands in Northwest Wyoming**

We will answer all who write us for information

Do You Want a Home where there are no crop failures? All our clients are making money in this section. We will go with you to their homes and you will be convinced.

Investors! We would be glad to furnish you with information on the profits derived from the rent of these lands.

Look it up in the 1900 Census Report

If you want facts on **Irrigation**. We want you because we can make you some money on your investment in this land. We want the **Homeseecker** because his success is assured upon land under irrigation.

This Land Will Double in Value

Don't wait until they get high priced to be convinced that it is a good thing.

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AFTER all that has appeared in this magazine regarding it. Now, I am taking it for granted that you are, if so, you will profit by getting my quotations on same. I also have special prices on all Washington Marble stocks

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Stockholders will learn something to their advantage if they will address at once

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Are You Willing To Become Prosperous?

If you are perfectly willing to live all your life where you are; if you have made ample provision for your sons and are entirely content, then what I have will probably not interest you. But if you are willing to give up stumps and rocks, poor soil and high rents for a country where climate and soil are perfect, and where a man can soon become independent, then investigate **NEBRASKA**. Nebraska stands to-day as one of the very first agricultural States in the Union, and for a little while land there can be bought for about half of what it is really worth. Send to me for a copy of our new booklet telling all about it. Good pictures and a fine map. Free.

P. S. EUSTIS, Passenger Traffic Manager C. B. & Q. Ry. Co., 209 Adams St., Chicago.

KEEP ABORIGINAL NAMES

Good for the Mexican government! says the Duluth News-Tribune. It will not submit to having the aboriginal names of its places changed or modernized. An American syndicate wanted to have the town Topolobampo renamed Port Stillwell, but the government refused permission. The American syndicate has acquired certain concessions in that quarter for specified industrial purposes, but it has not gained, and ought not to gain, the right to abolish aboriginal place names.

Topolobampo is picturesque, historic, and probably poetic. It is handed down from ancient tribes, and the presumption is that it has a romantic or descriptive significance. These prehistoric names are worth retaining. They link the living present with the dim past, they are euphonious, and they have a certain mystery which is fascinating.

The best geographical names in the United States are of Indian origin. In a defense of Topolobampo and like designations, the New York Times remarks that "the map of Mexico makes extremely interesting, if not very easy, reading, and is in that respect superior to the maps of any other part of the American continent." This is open to argument. What of Minnesota? Who would consent to a change in the name of Minnehaha Falls, of Winona, or Minneapolis? Of Wabasha, of Waseca, of Kanebec, or Watonwan? Of Chisago, Wadena, Isanti, Kandiyohi, Pokegama, Anoka, Mahtowa, or Bemidji? Minnesota's prettiest names were taken from the Indians who hunted in her forests before the white man came.

RICE AND ITS PRODUCTS

Within a short time there will be built in St. Paul, says the St. James News, some of the largest rice mills to be found in the world. They will be built in order to mill millions of pounds of the "rough" Oriental rice that the Great Northern railroad will soon be bringing into this city. Other plants also will be erected to turn the milled rice into different kinds of prepared foods that will be sold in all parts of the country. A man who is interested in the mills says that James J. Hill had made up his mind that St. Paul should be the center of the rice trade in this country. As Mr. Hill will control all the rice coming from the Orient into this country he can establish a market where it happens to suit him to do so.

CONCERNING COLORADO

The state of Colorado has an area of 103,645 square miles or 66,332,800 acres, of which 9,474,588 acres are included in farms. The central and western sections are traversed by the principal ranges of the Rocky Mountains. The eastern part is occupied by a series of valleys separated by ridges and watered by numerous rivers. About one-third of the State is adapted to agriculture, the remainder to grazing. The number of farms has increased rapidly. In 1870 there were 95,594 acres under cultivation; in 1880, 616,169 acres; in 1890, 1,823,520 acres, and in 1900, 2,273,968 acres. The value of all classes of farm property has advanced in the last twenty years, the total value this year being five times as great as in 1880. Of the increase of \$50,687,071 in the value of farm property, \$21,308,855 represents the gain in the value of land, improvements and buildings, \$27,360,301 in that of live stock and \$2,017,915 in that of implements and machinery.

THE AMERICAN

PEOPLE WILL
WAKE UP
SOME DAY
TO THE FACT
THAT THE

PACIFIC COAST

IS THE SHOW
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ing, most beautiful and
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VICTORIA

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*IS REACHED AFTER ONE OF THE
MOST WONDERFUL RAILROAD
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(In itself worth all the trip costs) which cul-
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across the Magnificent Island-Studded Gulf of
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travelers. The natural scenery around Victoria
is wonderfully beautiful.

The Pleasures of a Holiday in
VICTORIA, B. C.,

Are of too varied a character to be dealt with here.
They include, however, Yatching, Golfing, Cycling,
Driving (on well equipped Tally Ho's) Boating,
Hunting, Salmon and Trout Fishing, Concerts in
delightful Summer Gardens and many others.

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For further information about
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OREGON TIMBER CLAIMS. I CAN LOCATE you on U. S. Government claims that will run four to five million feet of Douglas Fir and White Cedar of superior quality and size. You can secure these at present under either the Timber and Homestead law at very little expense. A sure investment and one that may make you rich. Join my party leaving from St. Paul. For full particulars address G. E. Hallberg, care of *The Northwest Magazine*, St. Paul, Minn.

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TWO SOLID SECTIONS OF FINE LAND IN Washburn county, Wisconsin, on Omaha Railroad, only 50 miles from Duluth and 100 miles from St. Paul, in well settled section, near school, postoffice, etc., lakes and river; a fine tract for diversified farming and stock raising. \$10 an acre, liberal terms; has on it much valuable timber, cordwood, and a 20-acre cranberry marsh worth \$50 an acre. Both sections are partly level and rolling. No. 203.

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VANCOUVER, BRITISH AMERICA

CONTINUED FROM PAGE NINETEEN

sightseeing to come twice the distance for. The Vancouver Tourist Association has been organized within the past year for the purpose of entertaining the visitors to the city by giving all the information and assistance required by the travelers to make their visit an interesting and profitable one. Their headquarters are comfortably fitted up, and here are to be found genial officers of the association who devote all their time to the entertainment of the visitors. Information not only of Vancouver, but of every portion of the Canadian Dominion and the Orient is cheerfully and intelligently dispensed. Hotel accommodations may be secured by tourists planning a trip to Vancouver, and any information will be cheerfully given by applying to the secretary of the association.

To conclude this meagre sketch of Vancouver perhaps it is not too strong to say that there is not a place in the world to-day where the advantages are of such a varied and multitudinous nature as in British Columbia, and the time cannot be far distant when Vancouver will be in close competition with Montreal.

HE DIDN'T KNOW IT

A Minnesota farmer went to town and, in company with some choice spirits, sampled some choice spirits in a saloon. In his maudlin condition he be-thought himself of buying something for his family, and finally selected a pound of asafoetida, a drug which is very odoriferous, but which our grandmothers used to suspend around our necks, as children, in the belief that it kept away disease. On the way home it rained, and the farmer was drenched to the skin. The drug became soaked, and its odor was terrible. The family wondered what was the matter until one of the farmer's small sons remarked: "I know what's the matter with dad. He's dead an' don't know it."

HE'S RUNNING YET

A woman in the waiting-room at Victoria the other day had a great deal of trouble with one of her children, a boy of seven or eight, and a man who sat near her stood it as long as possible, and then observed:

"Madam, that boy of yours needs the strong hand of a father."

"Yes, I know it," she replied, "but he can't have it. His father died when he was six years of age and I've done my best to get him another and failed. He can't have what I can't get. Would you care to try yourself?"

HE WAS EXCUSED

An attorney was cross-questioning a German witness. The point involved was to ascertain what condition the defendant was in from drinking liquor. The witness testified that the man was not drunk.

"Well," exclaimed Mr. Spaan sharply, "were you ever drunk?"

"No, sir, I never was."

"How many can you drink without getting drunk?" asked the attorney, going up close to the witness.

"Vat you mean, kegs?"

The attorney excused the witness.

GOLCONDA AT 35c

Everyone knows the Great Golconda Mine. Everyone knows the Co. price is 75 cents. Everyone knows its immense stamp mill. Everyone knows its dividends begin in April. Everyone who has seen it says its ore is of the greatest mine in Eastern Oregon, a district now attracting the attention of the entire mining world. We are brokers handling thousands of different stocks not having a special interest in any one of them, but we believe Eastern Oregon and especially the Golconda Mine will astonish the public with its production and dividends. It has already made its two original owners wealthy. With 80 stamps, developed to the 12th level, and extensive water-power improvements, this is certainly the best investment before the public today.

Everyone Does Not Know That we have this stock in blocks of 100 shares and up at less than one-half the regular price, or 35 cents. But you must order quick if you want this snap. 35 shares Alaska Central Ry. for sale at \$80. This is regular \$50 preferred stock. We will not handle a stock unless we can sell it at a snap. Send your address for monthly mining bulletin with latest news and quotations.

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improved farms in the famous Big
Bend at very low prices, located
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wheat producing county in the
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Note—In staple grades of white, blue
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A limited amount of treasury stock now
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ceeds to be applied toward further equipment.
Estimates furnished on contracts.

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640 Acres 223 acres in crop 1903, small
lake and spring, fenced, \$8
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Large list of smaller tracts at approximate
prices. Write for descriptive pamphlets.

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**WONDERFUL WENATCHEE
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"Where Dollars Grow on Trees." Send for
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We Will Save You Money

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Ground Floor Symons Block
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We have handled Western Polk County, Minnesota, lands for 20 years, which have always proven profitable to the purchaser. Here are a few of the choice pieces of improved lands we offer situated in Western Polk County, Minnesota. ♦ ♦ ♦ ♦ ♦

480 acre farm, all under cultivation; N $\frac{1}{2}$ and SE $\frac{1}{4}$, Sec. 10-152-48. Price \$21.00 per acre.
240 acre farm, all under cultivation; NE $\frac{1}{4}$, Sec. 16 and N $\frac{1}{2}$ of SW $\frac{1}{4}$, sec. 15-152-49. Price \$23.00 per acre.
NW $\frac{1}{4}$, Sec. 1-151-48, all under cultivation. Price \$24.00 per acre.
\$2,500.00 will purchase the NE $\frac{1}{4}$, Sec. 4-152-49, all under cultivation.
A Fine Investment, sec. 16-154-51, 640 acres. All prairie, Grand Forks County, N. D. Only \$18.00 per acre, partial payments. Can run thirty years to state at a low rate of interest. This land is fine.

The above lands are all A No. 1, and within a few miles of East Grand Forks, N. Dakota

Lands in the Famous**Elk and Golden****Valleys**

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Henry Poppe Immigration Agent
CHESTER, NEB.

INCREASE OF CORN EXPORTS

The wonderful increase in the exports of American corn, as reported by the National Department of Statistics, shows that in December 1902, corn exports aggregate 8,600,000 bushels, as compared with a movement of 1,216,000 bushels the corresponding month in 1901. The value of this enormous quantity of corn exported increased from \$848,000 in 1901 to \$4,796,500 in 1902. One significant fact is that during the month of December only slightly over 35,000 barrels of cornmeal were exported, as compared with 29,800 barrels a year ago.

These figures illustrate an enormous foreign consumption of American corn, and, to a certain extent, may be construed as making good the claims made for many years in behalf of the cereal as a food-stuff. While there are no figures at hand to show the countries in which this corn was consumed after it reached them, it is likely that large quantities were used in countries where maize is already the principal agricultural product. The argument is that the merits of American corn, as propagated by "Corn Murphy," are becoming appreciated in foreign countries. Exports ever since the beginning of the present year have been on almost an unprecedented scale. For the last two months nearly 2,000,000 bushels have been exported weekly.

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Two through trains daily between St. Paul and Portland, supplemented by the "Burlington's" Special running daily between Kansas City and Seattle via Billings, is the most complete transcontinental passenger service now offered the traveling public. Chas. S. Fee, General Passenger and Ticket Agent, St. Paul, Minn.

ISOLATED LANDS TO BE SOLD

The bill introduced by Representative Jenkins of Wisconsin, authorizing the sale of isolated tracts of land along the headwaters of the St. Croix, Mississippi, and Wisconsin rivers in northern Wisconsin and Minnesota, was to-day reported favorably by the house committee on public lands. In 1881-82 the president by executive proclamation withdrew from entry the lands along the rivers named, for reservoir purposes in aid of navigation. In 1890 they were restored to the public domain and disposed of under the homestead law. There now remains many isolated tracts containing less than a forty, and there is a demand that they shall be sold. The Jenkins bill provides for their sale at public auction at not less than \$1.25 an acre.

**5 Pointers**

- 1—Good lands rise—never fall
- 2—Poor lands dear at any price
- 3—Farm lands produce nation's wealth
- 4—Minnesota, Wisconsin and North Dakota are producers
- 5—Buy of owners—it pays

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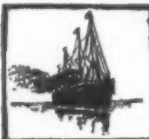
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DEPOSITS, May 31, 1898.....1,345,248.41
DEPOSITS, May 31, 1899.....1,983,045.97
DEPOSITS, May 31, 1900.....2,730,083.34
DEPOSITS, May 31, 1901.....3,929,769.17
DEPOSITS, May 31, 1902.....4,662,646.86

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"It is hard to say just what price Oregon fir and pine will command three years from now, the demand is so steadily increasing, but it is safe to say that it will be considerably above the present figure." So speaks W. M. Grant, who returned recently from an all-winter sojourn in the fir and pine forests of Southern Oregon. Mr. Grant is one of the best known and widely sought timber experts in the United States, and was hired by a large Eastern lumber concern to make an investigation into the reports concerning the wonderful richness of timber land in that part of the country. While in that State he was so impressed with the value of the land that he, together with a friend, made a number of large purchases.

There are still thousands of acres left at prices ranging from \$8 to \$11 an acre, and so long as it is in governmental possession the price will remain moderate, but to purchase a particularly choice spot from private owners requires many times the original amount paid. This, of course, is tending to raise the price, and, together with the terrific demand made by ship-builders of the Western coast, it is remarkable, he says, that the price is kept down to its present figure.

According to Mr. Grant, the building of the Isthmian canal is another factor which will tend to raise the prices. For a number of years the government has been carrying on investigations to ascertain the relative value of different kinds of timber for canal locks, and after a searching investigation has come to the conclusion that Oregon fir excels all other lumber for this particular purpose.

FAVORABLE TO ALASKA

"No one can deny that President Roosevelt is deeply interested in the development and welfare of Alaska. He and Congressmen Cushman, Wooten, Lacy and Warner are keenly alive to the needs of the great Northwest, and they may be safely relied upon to do all in their power to advance the interests of Alaska."

Such was the statement of George M. Esterly, a pioneer of Alaska, upon his return from the national capital.

"The president," Mr. Esterly continued, "favors the passage of the land law and delegate bill before the present congress. This law provides that the homestead in Alaska shall consist of 320 acres, instead of 80, as heretofore, and that the occupant may obtain title to it after five years of continuous residence. In the event that the public survey system has not by that time been extended to Alaska, then he can have a survey made under the trade and manufacturers' site law by the surveyor general of the district."

"Alaska has some good friends in congress, and some of those who are in attendance upon that body under the guise of seeking to bring about beneficial legislation for the district are really enemies of the country. It is not necessary to name them, however. But in congress Alaska has friends who are bending every effort. Cushman and Wooten, the latter of Texas, are untiring in their efforts. Senator Hansbrough, of North Dakota, has rendered valuable service."

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320 ACRES N. $\frac{1}{4}$ of section 4-14-4 west. 30 miles Northwest of Winnipeg, Manitoba. Six and one-half miles from Reaburn, Manitoba, two miles from Ossawa. Price \$7.00 per acre.

28,000 ACRES Forty miles Northwest of Winnipeg on bloc. \$5.00 per acre. In small tracts \$7.00, one half cash.

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560 ACRES Improved farm near Eustace, Manitoba, 30 miles west of Winnipeg, excellent farming district. Price \$15.00 per acre. Terms to suit purchaser.

7,340 ACRES Seven miles Northwest of Elm Creek. Considerable valuable timber on this tract. Price \$4.25 per acre. Half cash.

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160 ACRES S. W. $\frac{1}{4}$ of section 4-142-51, all under cultivation. Good buildings. Five miles from Arthur, North Dakota in the famous Red

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160 ACRES Four miles from city of Fargo. Ready for crop 1903. Heavy black loam soil four feet deep.

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288—640-acre farm, 4 miles from Leonard, N. D. 520 acres under cultivation, 120 acres meadow. Good buildings, house of 11 rooms, hardwood finish, barn, granary, etc. 8 head of horses, harnesses, and machinery to run the farm. Price, \$26 per acre, including the personal property.

28—160-acre farm 3 miles from Fargo. No buildings except small granary. Price, \$31 an acre.

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I also handle Fargo city property.

If you want any information about North Dakota, write me. If you come west, come in and see me. If I haven't what you want, perhaps I can tell you where to find it.

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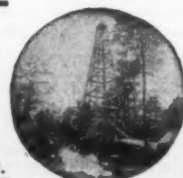
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From Portland a steamboat side trip up the noble Columbia River to the Cascades and Dalles enables the tourist to see a river, palisades, waterfalls and mountains far surpassing anything the Hudson can show. An opportunity is also given to visit Tacoma, Seattle, Victoria, Vancouver and the Puget Sound region.

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George H. Morton, an insurance and cotton broker of New Orleans visited Seattle recently. During the past year he has exported all the cotton he has handled to the Orient by way of Seattle, and in speaking of the reason for the diversion of trade to this port he said:

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"However, when Seattle entered the contest for Southern shipments to the Orient, a rate was named lower than either the Atlantic or the San Francisco rate, and therefore cotton shipments at once took a jump this way. The San Francisco rate has been lowered since that time, but a large share of the business comes here.

"In Seattle the shippers of the South have been able to get better service. In the first place our shipments get away more promptly than they do from San Francisco, and since the establishment of the Seattle business this has become a factor in our trade.

"The business of this port with the South is bound to increase in the future just as it has in the past and in time most of the Oriental shipments from our section of the country will come this way."

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- \$25.00** to Ashland, Roseburg, Eugene, Albany
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If you are interested in Dairying the illustrated pamphlet we have just published will give you new ideas on the subject. Few people realize, for instance, that one of the largest Creameries in the world is in Lincoln, Neb., and that Nebraska climate, forage and water make it an ideal and most profitable field for the Dairyman. The pamphlet will be mailed to any address without charge. Send for it TO-DAY.

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Uncle Sam, in the person of ten of his government officials, is always in charge of every department of our distillery. During the entire process of distillation, after the whiskey is stored in barrels in our warehouses, during the seven years it remains there, from the very grain we buy to the whiskey you get, Uncle Sam is constantly on the watch. We dare not take a gallon of our own whiskey from our own warehouse unless he says it's all right. And when he does say so, that whiskey goes direct to you, with all its original strength, richness and flavor, carrying a UNITED STATES REGISTERED DISTILLER'S GUARANTEE OF PURITY and AGE, and saving the dealers' enormous profits. That's why HAYNER WHISKEY is the best for medicinal purposes. That's why it is preferred for other uses. That's why we have over a quarter of a million satisfied customers. That's why YOU should try it. Your money back if you're not satisfied.

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The observation parlor cafe dining cars now being operated on the Missouri Pacific Railway, between St. Louis, Kansas City and Pueblo, have become one of the distinguishing and most popular features of what is familiarly known as the "Colorado Short Line."

These cars, which are the product of the most skilled workmanship of the Pullman shops, were constructed especially for the through service of the Missouri Pacific Railway, between St. Louis, Kansas City, Colorado, Utah and Pacific Coast points. These are operated on all the fast day trains and in conjunction with similar cars on connecting lines furnish a through dining car service to and from the Pacific Coast.

Meals are served a la carte from dainty Haviland china, Libby cut glassware and Gorham silverware. The dining saloon is brilliantly lighted in the evening with clusters of electric lamps, and when the temperature requires it, is cooled by electric fans. The observation parlor at the rear end of the car is luxuriously fitted up and affords passengers an excellent opportunity to view the picturesque scenery along the route.

On a trip to or from scenic Colorado and the Rocky Mountains, nothing is more exhilarating and refreshing than a meal in one of these elegantly equipped cars.

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The Iron Mountain Route has inaugurated a new dining-car service on its fast daily trains from St. Louis, Memphis and intermediate points to Texas. These cars have just been turned out of the Pullman shops and are models of skillful workmanship. They are handsomely fitted up, thoroughly equipped with the latest appliances and lighted with electricity. They are also supplied with electric fans. Meals are served a la carte from dainty Haviland china, Libby cut glassware and elegant silverware. This is the only line running dining cars from St. Louis to points in Southern Missouri, Arkansas and Texas. It has a triple daily service between St. Louis and Texas and a double daily service between Memphis and Texas of Pullman sleeping cars with electric lights.

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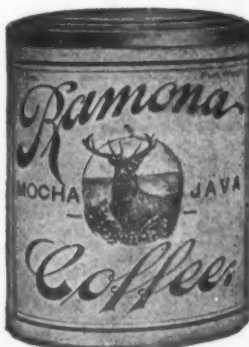
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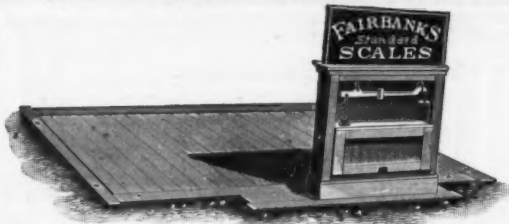
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THROUGH EASTERN LANDS

CONTINUED FROM PAGE EIGHT

who number among the really wealthy people of Japan.

A run of about twelve hours, after leaving Shimonoseki behind, brings us to Nagasaki. It has a most magnificent harbor, almost entirely landlocked, its entrance made difficult by the notorious Papenberg or Pope Mountain, a rock from whose summit some thousands of native Christians are said to have been hurled. The harbor is in the shape of an old fashioned bottle with a narrow neck. At the bottom is, or rather was, the islet of Deshima, where the Dutch traders were confined during their sojourn in Japan. I have seen it when it bore still the imprint of the Seventeenth century, and some of its warehouses still in existence, date from that period. But modern progress is fast doing away with those relics of olden times, and, although no iconoclast, I am glad to see them go.

Nagasaki has two docks, one of them able to admit the largest steamer afloat. The fine 6,000 ton steamers of the Nippon Yusen Kaisha running to Seattle, were built here. Who shall say that Japan has not made progress, or that she is only imitating? We shall hear from Japan again within the next ten years, and there will be another unpleasant surprise for somebody, but it will not be for the United States.

Whenever I touch at Nagasaki, I think of Charlie S., a native of Cleveland, O. He had grown up with the Standard Oil Company, and his work as well as his salary increased. At last he thought that the work was too hard for him, and he applied to the great magnate for another position. "You can send me to China, if you wish," he said. He was taken at his word, and was placed in charge of the office at Nagasaki. They do not work in the Far East as they do in the United States. Every holiday that comes along, American, French, British, German, is celebrated with great ardor. There are three days for the spring races and as many for the regatta, and this is repeated in the fall. But when the foreigner does work, he comes to the office at about nine, leaves at noon for tiffin (lunch), returns at two, and shakes the dust off at four. Charlie could not grow accustomed to this leisurely way, and when I hunted him up at Nagasaki, he was rolling barrels of oil from one side of the warehouse to the other, "that he might for gracious' sake have something to do." He resigned very soon after and returned to the States. It does take us some time to get used to the Far East.

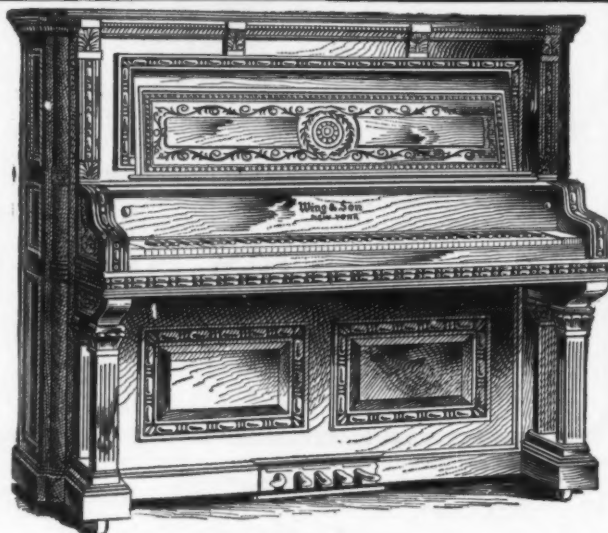
It takes about thirty-two hours to make the run from Nagasaki to Shanghai, over a muddy, dirty sea well named the Yellow Sea. We have left Japan with its cleanliness and progress behind us, and are approaching China with its filth and conservatism. It is strange that there should be such difference between two nations so closely akin! I wonder, sometimes, if dirt has something to do with it. The Japanese bathe at least once a day, and feel unhappy if they must occasionally omit their ablutions. John Chinaman bathes once in his life, at the time of his birth, and no consideration can induce him to repeat the operation. The Japanese, with a plunge, washed away his old habits and customs; the Chinese nurse theirs, just as they hug the dirt bequeathed to them by their ancestors.

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Save from \$100 to \$200 We make the WING PIANO and sell it ourselves. It goes direct from our factory to your home. We do not employ any agents or salesmen. When you buy the WING PIANO you pay the actual cost of construction and our small wholesale profit. This profit is small because we sell thousands of pianos yearly. Most retail stores sell no more than twelve to twenty pianos yearly, and must charge from \$100 to \$200 profit on each. They can't help it.



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Polite Gentleman (in street car)—"Take my seat, madam."
Lady—"Never mind, thank you. I get out here, too."

JINKS' SOFT SNAP.

Winks—"I notice that your barber always talks to you in French. I did not know that you understood that language."

Jinks—"Well, I don't; but you needn't tell him so."

ANOTHER TENDER HEART.

Clara—"Going in for charity again, are you? What is it this time?"

Dora—"We are going to distribute cheap copies of Beethoven's symphonies among the poor. Music is such an aid to digestion, you know."

A PARALLEL.

Mr. Henpeck: "I went to Paris last summer."
Mr. Newlywed: "Did you take your wife with you?"

Mr. Henpeck: "Would you take a ham sandwich to a banquet?"

A HEAVENLY MATCH.

Husband (irritably)—"It isn't a year since you said you believed our marriage was made in heaven, and yet you order me around as if I wasn't anybody."

Wife (calmly)—"Order is Heaven's first law."

SWEET WOMAN'S LOGIC.

Husband—"Don't you think that you are rather unreasonable to expect me to take you to a ball, stay awake until four o'clock, and then get up at eight to go to my work?"

Wife—"I may be a little unreasonable, but it's perfectly brutal of you to mention it."

FEEBLE IMITATIONS.

"Paris," said the Baron de Brogue, ecstatically, "you have nothing like it in this country."

"No," said Mr. Cumrox, reflectively; "we're a little behind Paris in some respects. We had Jesse James and the Biddle boys, but we haven't as yet equaled the Humberts."

A SHADE TOO YIELDING.

Binks—"Why so gloomy?"

Jinks—"My wife let me have the last word in an argument this morning."

"What of that?"

"That shows that she is going to do as she pleases, anyhow."

FROM A "LOCAL" POINT OF VIEW.

City Editor—"Yes, there is a vacancy on my staff. Do you think you could condense a column of ideas into two inches of space?"

Applicant (facetiously)—"I think I would succeed better in spreading two inches of ideas over a column of space."

City Editor—"You won't do for this department. Apply at the editorial room."

PROVED BY EXPERIMENT.

Mouldy Mike—"These 'ere newspapers is just a pack o' lies, that's wot they are."

Ragged Robert—"Wot yeh been readin'?"

"I read an account of a feller from New York wot went inter a big hotel in a small town, an' said he wanted to buy the hotel, an' made 'em an offer, an' give 'em a check wot wasn't no good, an' lived there a week on the fat o' the land 'fore he had to light out when the check came back, an' it never cost him a cent—that's wot the paper said."

"Mebbe that's true."

"No, it ain't."

"How do yeh know?"

"How do I know? Why, quick as I read it I tried it meself—an' they kicked me out."

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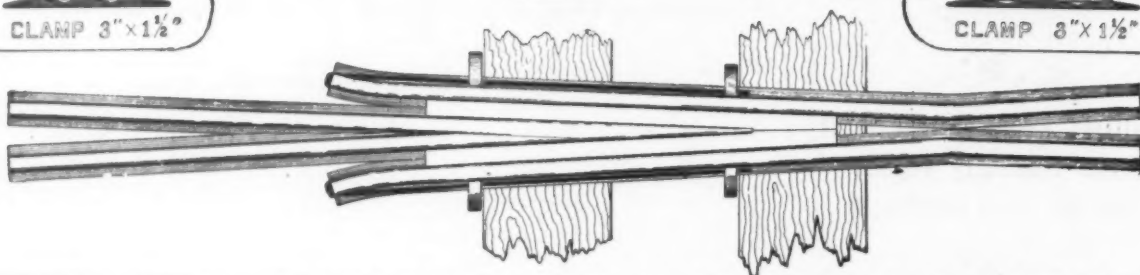
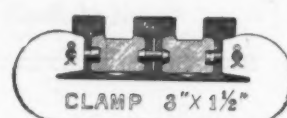
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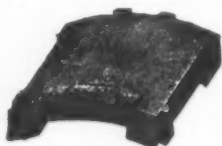
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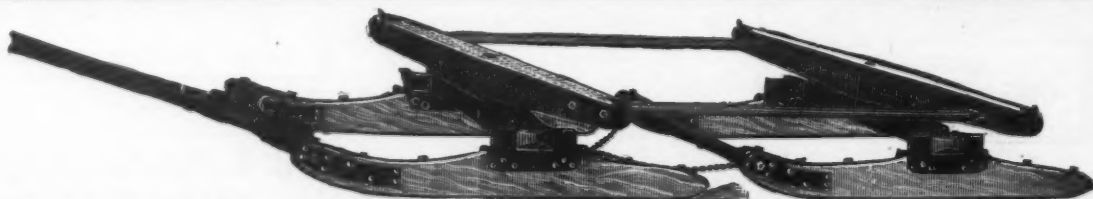
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LIVED A DOUBLE LIFE

"Thirty years is a long time for a man to deceive his wife about a small matter, is it not?" remarked a traveling man to the Duluth News Tribune man.

"Tell us about it," eagerly responded one in the group.

"Down in one of the larger towns in Michigan," began the first speaker, "is a wealthy man who is a model in every way. I should judge. He belongs to the church, has a fine family, and he and his wife are among the more popular people in the State. Yet there is a skeleton in the closet of this seemingly happy home. I dare not mention any names, for I would not cause the dear woman a single headache for the world. She is happy now in her ignorance, and it is better, perhaps, that it should be so." The traveling man paused, and looked very sad.

"Well, get busy, and unfold the skeleton," urged one of the attentive listeners.

"This man," continued the commercial traveler, "has been leading a double life. He —"

"Yes, just what I thought!" (Triumphantly).

"He has," resumed the commercial traveler, looking severely at the one who had interrupted him, "been chewing tobacco for thirty years, and his wife has not found it out yet."

POOR LO SNATCHED BALD-HEADED

Dr. David Starr Jordan, president of the Leland Stanford, Jr., University, who has recently discovered a number of new varieties of fish in the streams of Hawaii and the Philippines, is a great sportsman as well as a conscientious ichthyologist. As might be expected, he uses the most approved of modern rods and flies in fishing.

"I have met some fishermen, even among professional sportsmen, who prefer old-fashioned methods," said Doctor Jordan, "and though the ancient story of the farmer's boy who catches fish with a bent pin fastened to a piece of twine where full-rigged sports from the city fail to get a bite borders on the mythical, I have actually witnessed instances of success with back-number outfits where modern appliances failed to land the game.

"One day in California I had a remarkable run of luck, and that night as we sat around the camp-fire I took occasion to say that my success was due to the superior tie of flies I had used.

"You may flatter yourself on the string you've brought in to-day," said an old fisherman who had joined our party, 'but let me tell you, doctor, that I saw a Digger Indian catch more fish in an hour in this stream than you've landed all day with your fine flies.'

"What bait did he use?" I asked.

"Live grasshoppers," replied the old man, 'but he didn't impale them. From his head he would stoically pluck a hair and with it bind the struggling insect to the hook. Almost upon the instant that this bait struck the water a fish would leap for it. After landing him the Indian would calmly repeat the performance of snatching a hair from his head and affixing a fresh grasshopper to the hook.

"I became fascinated," continued the narrator. 'After the Indian had landed in quick succession a mighty string of salmon trout he suddenly stopped. I called to him to go on with the exciting sport, but he merely smiled grimly and pointed significantly to his head.'

"What was the matter with his head?" I asked," said Doctor Jordan.

"He had plucked it bald," replied the old man."

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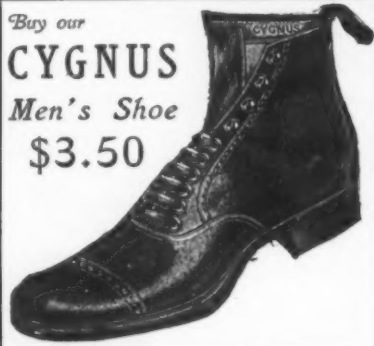
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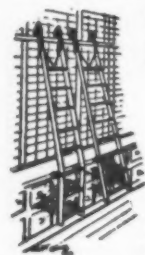
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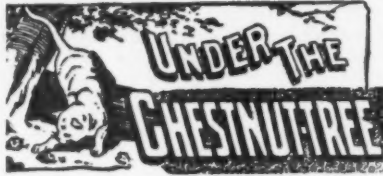
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"Yes," answered Mr. Stormington Barnes. "All I want is a good, live young man for the ghost.""Pa, what's a man of the hour?"
"Generally some chap who is being condemned by one-half of the population for not doing something that he knows the other half will condemn him for if he does it."

Miss Gush—What do you suppose the result would be if we could hear what our friends say about us in our absence?

Miss Candor—I think we'd have a trifle more modesty, and considerable fewer friends.

First Fair One—They say you never know a man until you have summered and wintered with him.

Second Fair One—My experience is that you never know him until you find out how much alimony he can pay.

Wife—You should have been at church to-day. The minister preached a powerful sermon about men who neglect to attend divine service.

Husband—Well, if we men went to church he'd never have a chance to preach that sermon.

Miss Flirtie—"No, it cannot be. I am already engaged."

Adorer—"Eh? If you were already engaged, why didn't you tell me so?"

Miss Flirtie (indignantly)—"I am not the sort of a girl to boast of my conquests."

Prof. Searcher—"What are supposed to be petrified horse-tracks have been found in Missouri."

Old Lady—"Oh, they can't be."

Prof. Searcher—"Just my opinion, exactly, madam. The horse and the alluvial deposit in which those imprints were discovered represent widely different eras of zoological and geological history."

Old Lady—"Yes, and a petrified horse couldn't walk, you know."

An Oklahoma poet has improved on "Poor Richard." He says:

"Early to bed and early to rise,

Does very well for sick folk and guys;

But it makes a man miss all the fun till he dies

And joins the stiffies that have gone to the skies.

Go to bed when you please

And lie at your ease—

You'll die just the same with some Latin disease."

Jack—"I have a chance to marry a poor girl whom I love, or a rich woman whom I do not love. What would you advise?"

George—"Love is the salt of life, my friend. Without it all else is naught. Love, pure love, makes poverty wealth, pain a joy, earth a heaven."

Jack—"Enough. I will marry the poor girl whom I love."

George—"Bravely spoken! By the way, would you—er—mind introducing me to the rich woman whom you do not love?"

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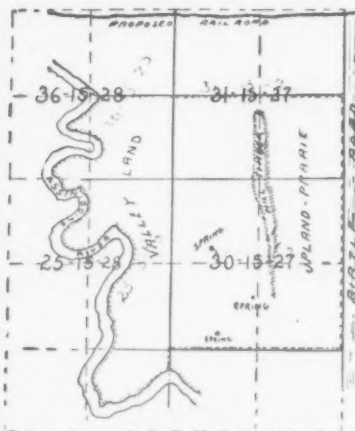
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